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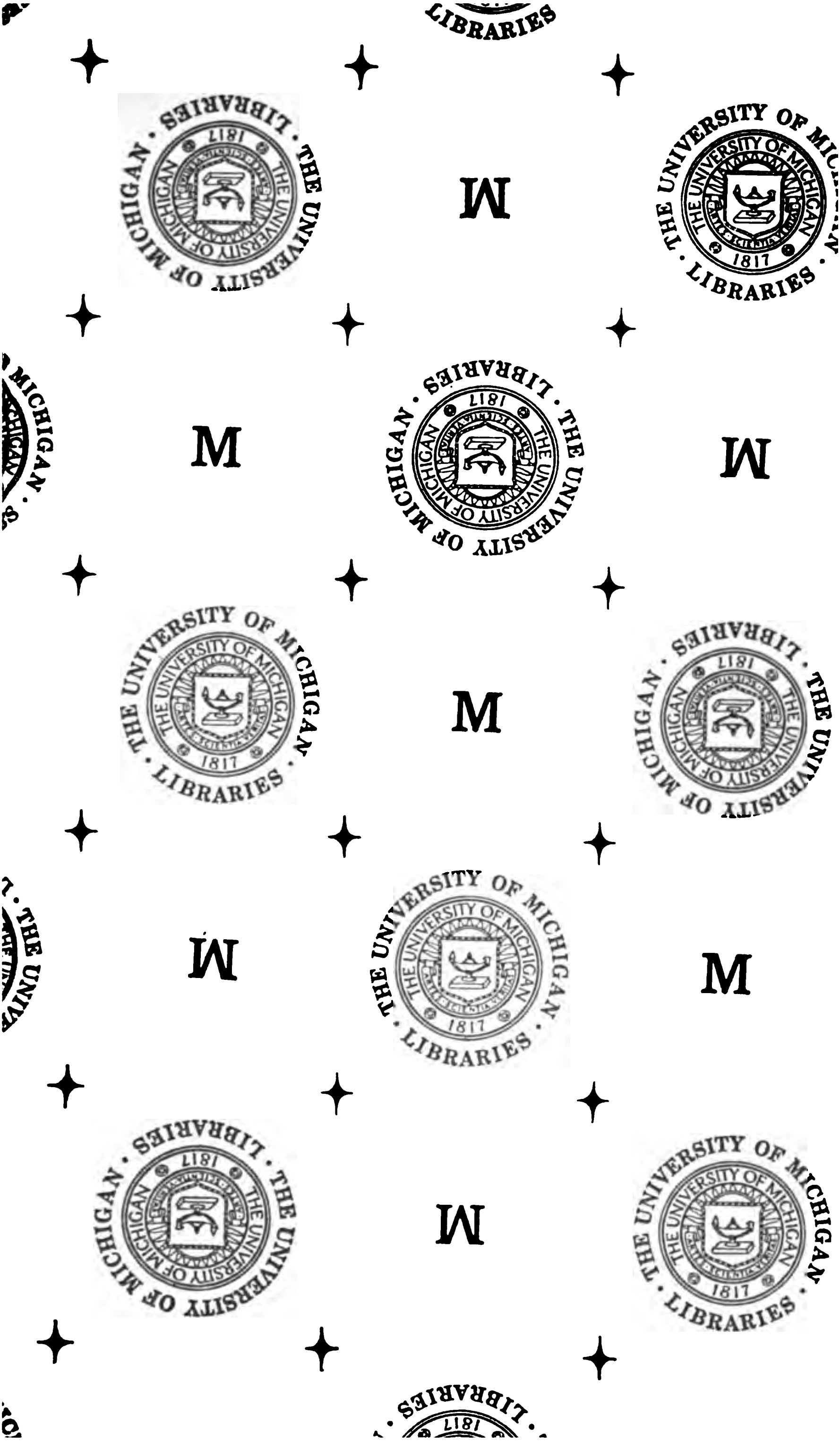

THE

NAVAL HISTORY

OF

Great Britain,

FROM THE EARLIEST PERIOD:

WITH

BIOGRAPHICAL NOTICES OF THE ADMIRALS,

AND OTHER DISTINGUISHED OFFICERS.

By CAPT. WILLIAM GOLDSMITH, R. N.

———"When we fight to save our country,
We fight the cause of heaven. The man that falls,
Falls hallowed;—falls a victim for the gods;
For them and for their altars."

"Dulce et decorum est pro patria mori."

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THE
NAVAL HISTORY
OF
GREAT BRITAIN.

CHAP. I.

Naval History of the Ancient Britons, from the earliest period to the Invasion of the Saxons.

The records of naval exploits, in the early ages, are necessarily obscure and mixed up with fable; yet, from the correspondent testimony of many ancient authors, it appears, beyond doubt, that the Britons were lords of the seas which surrounded their isle, long before the æra from which their history is generally dated, *viz.* the invasion of Cæsar.

The first naval expedition mentioned by British writers, is the planting of this island by Brito or Brute, B.C. 1195, which, though in many of its circumstances as related by them, undoubtedly fabulous, yet both from internal evidence, and the testimony of Saxon writers, whose authority in this case is unquestionable, is beyond dispute grounded in truth.

It appears, therefore, that the first inhabitants of this island possessed it in right of their naval power; which dominion has been by their descendants ever since maintained.

The commerce of the Britons appears from the very earliest times to have been considerable; and that they possessed the absolute dominion of their own seas previous to the invasion of Cæsar, is proved by what he himself says,—That he could get no information concerning the country or ports of Britain, because the inhabitants would suffer none but merchants to visit their isle. One reason too which induced Cæsar to attack this island was, that they assisted the Gauls both by land and sea, which is a sufficient proof that they possessed stout ships, and not as has been alleged, merely contemptible boats, made of wicker, and covered with hides.

It has been objected, indeed, that had the Britons at this time been formidable at sea, they would have endeavoured to grapple with the Romans on that element, to prevent their landing in their country; but the true cause of their avoiding this encounter was, that they had previously lost the best part of their fleet, which they had sent to the assistance of the Veneti.

As for the Scots, it is undeniably proved, that they possessed a considerable naval force, which, at the period of Cæsar's invasion, was employed in reducing the isles which had a short time before thrown off their yoke.

It falls not within the province of this work to relate the various successes of the Romans in their attempts to subjugate the inhabitants of this island, since their contentions were not carried on at sea but on shore. It appears, however, from various circumstances, that Cæsar and his successors, chiefly sought an acknowledgment of naval dominion or superiority at sea; and the Emperor Claudius, who, through the valour of his legions and the intestine divisions of the Britons, subdued a great part of South Britain, (A. D. 45) was complimented by the poets of his time as the conqueror of the ocean, and the sovereign of the sea.

Yet notwithstanding these pompous marks of conquest, it appears plainly, both from the British and Roman writers of this period, that the Britons were very far from being utterly subdued.

We pass over the glorious enterprize of Boadicea, who, in the reign of Nero attempted and nearly succeeded in driving the Romans out of Britain, as having no relation to maritime affairs, and proceed to the reign of Vespasian, by whom Julius Agricola was sent to preside over the southern parts of Britain, now reduced to a Roman province.

This wise governor, and excellent officer, distinguished the commencement of his administration by the reduction of the Isle of Mona or Anglesea, chiefly by the assistance of British troops, who undauntedly crossed the narrow arm of the sea which divides that island from Britain, and thereby surprised the inhabitants into submission.

Under the succeeding reign of Titus, Agricola suggested the scheme of securing the bounds of the Roman empire in Britain, from the inroads of the Scots and Picts, who still remained unsubdued in the northern parts of the island. In the prosecution of this plan, he advanced farther north than any of his predecessors had done, and observing that the island was almost cut asunder by two estuaries, or intruding arms of the sea, called by Latin authors Glota and Bodotria, by moderns the Friths of Clyde and of Forth, he effectually fulfilled his purpose, by fortifying this isthmus, which secured the Roman province from all danger from its northern neighbours. He then began to make the necessary preparations for invading Ireland, and examining and subduing the remaining part of Britain. For this purpose he fitted out a considerable fleet, and ordered it to sail northwards, looking into all the creeks and bays in order to gain a knowledge of the coast, while himself, and the army under his command, marched forward by land. The Caledonians defended themselves with great bravery, but they were terribly harassed by the fleet, which put into most of the ports, and, at length, encompassed the whole island, and, according to the Roman writers, having subdued the Orcades, or island of

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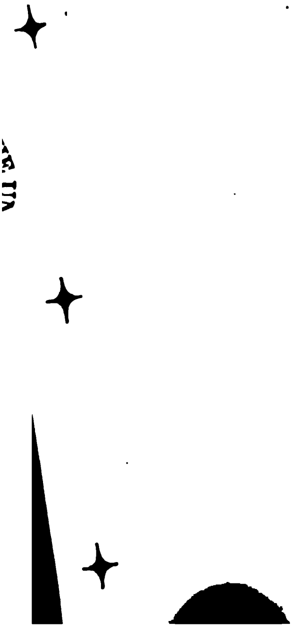

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CAPTURE OF THE WILLIAM TELL.

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BATTLE OF TRAFALGAR.

Orkney, returned to the Portus Trutulensis or Rutupensis, which is supposed to be Richborough, near Sandwich.

This expedition was considered a most heroic act in those days, the boundaries of Britain being esteemed by the Romans the very utmost limits of the world.

In succeeding times the Scots and Picts recovered the country they had lost, and gained so many advantages that the emperor Severus, who came hither in person, with difficulty repulsed these invaders with the loss of fifty thousand men.

In the subsequent distractions of the Roman empire, Britain, like the rest of its provinces, fell into the hands of various masters; amongst them, one deserves to be particularly noticed in this history, since he ruled over the Britons with equity, and also carried the maritime power so high, as not only to establish his own independency, but also to strike terror into the whole Roman empire.

This man, Caius Caurasius, is by certain Scottish authors claimed for their countryman, though most writers allege him to have been a Menapian by birth, and of obsure descent. He was, however, a man of known skill and valour, and was appointed by Maximian, who, with Dioclesian, then shared the empire, to the command of a fleet which was destined to scour the seas of pirates, chiefly Saxons and Franks, who greatly harrassed the western coasts, which were possessed by the former. In this expedition, Caurasius was so successful, that Maximian, jealous of his power and his wealth, conceived a suspicion that he intended to throw off his allegiance, and declare himself independent; to prevent which, he commissioned a person to assassinate the triumphant commander. The project, however, failed, and Caurasius resolved immediately to improve it to his advantage; he, therefore, crossing with a strong squadron of ships into Britain, there persuaded a great part of the Roman army, and the Britons in general, to espouse his cause, and so assuming the royal title, he declared himself Emperor, and maintained that dignity against all the power which was brought to oppose him.

Beside this island, he held the port of Gessoriacum, now Boulogne, in France, with all the adjacent coast, from whence his fleets so harrassed Gaul; Italy, and Spain, that Maximian was at length compelled to purchase peace, by acknowledging his title as Emperor of Britain.

Having beaten the Scots and Picts in many engagements, and recovered all that the Romans ever held in Britain, he made peace with those nations, wisely foreseeing that he should need their assistance against the Roman emperors, who, he was convinced, only waited a fit opportunity [illegible] ...oved himself a politic [illegible] ...ans, and he also entered [illegible] seated on the Thracian [illegible] their power at sea, whereby [illegible] strong fleet to join the British [illegible]

[illegible] Constantius and Maximian both applied [illegible] and land, and while the latter fitted out a [illegible] Constantius besieged Caurasius in Boulogne, and [illegible] up the port, the emperor of the Britons had [illegible] but by breaking through the Roman camp. [illegible] dark night, and with a few gallant followers em- [illegible] small ship and crossed over to Britain, where he had a [illegible] powerful army. Constantius, however, drew together all [illegible] every part of his dominions, and having stationed strong [illegible] prevent the junction of the confederates, he sailed through [illegible] Gibraltar to meet the fleet of the Franks, which he entirely [illegible]

Caurasius, in the mean time, was employed in preparing Britain for [illegible] but while thus engaged, he was treacherously murdered by Alec- [illegible] an officer in his service, and his intimate friend who, upon his de- [illegible] assumed the royal purple.

For some time Alectus preserved the dominion of the seas, though rather as a pirate than a prince, as his naval exploits were confined to harassing the trade of the Roman provinces, and spoiling the coasts of Gaul. For some time Constantius was compelled to bear this from the inferiority of his naval force, but at length he collected together a considerable fleet, and resolving to fight Alectus at sea, sailed from the coast of Gaul towards Britain.

Alectus, who then lay at the Isle of Wight, immediately stood to sea to intercept the Roman fleet, but the latter, favoured by a thick fog, passed him, and landed the troops safely in Britain, and Constantius convinced that in a fair sea fight the British fleet would infallibly beat him, caused his ships to be set on fire, that his soldiers might have no chance of escape but in beating their enemies. Alectus quickly followed him, and put himself at the head of a small body of troops, but rashly engaging with Asclepiodotus, a Roman general, his forces were defeated and himself slain.

In succeeding times, when the Roman empire became more settled, proper officers were appointed, and, above all, due care taken of naval affairs, and garrisons placed in various parts at Othona, which is supposed by Camden to be Hastings, in Sussex; Dubris, or Dover; Lemmanis which was either Hythe in Kent, or Limehill which is near it; Gariannonum, or Yarmouth; Regulbium, or Reculver in Kent; Ritupæ, or Richborough, near Sandwich; and Adurni, now Alkrington, near Shoreham, in Kent.

During the minority of the Emperor Honorius (A.D. 396), the Scots and Picts again began to make inroads on the Britons, which induced Stilico, the emperor's guardian to send over Victorinus, who having expelled the invaders, increased the garrison, and restored the maritime force so as effectually to prevent the insults of these piratical nations; but Victorinus being recalled, and the affairs of the Roman empire becoming every day more desperate, the forces left in Britain thought themselves at liberty, in conjunction with the Britons, to choose an emperor for themselves.

Two were accordingly chosen, deposed, and murdered within six months, when one Constantine was fixed upon, who aspiring to higher honours than the mere empire of Britain, assembled a fleet, and with his forces passed over to Gaul, where he performed many great things both by sea and land, until he was finally subdued by the Emperor Honorius.

The Britons were thus left unprotected to the ravages of the Picts and Scots, until, on their supplication to the Roman emperor, Honorius, a legion was sent over to their relief, commanded by Gallio, who, having fortified the coast, rebuilt the wall raised by the Emperor Severus, and thus enabled the Britons to resist the sudden invasion of the pirates who infested the coast, fairly told them that they must henceforth help themselves, and exhorting them to behave with constancy and courage, withdrew all the Roman forces, (A. D. 430) and left the Britons to their fate.

By this voluntary abdication, which took place four hundred and seventy or eighty years after the first arrival of the Romans in this island, the Britons were left, once more, lords of the seas that surrounded their coast, for as the Romans claimed the sovereignty of these seas in right of their possession of Britain, it cannot be denied that, on their abdication, it reverted to the ancient possessors.

The incursions of the Scots and Picts were now renewed, and not content with pillage as formerly, they fitted out a great fleet in order to subdue the whole island.

Having first demolished the wall of separation, they next landed their forces behind the Britons, and ravaging the whole country, destroyed not only the great cities, but all the labours of the husbandmen, so that a great famine ensued, which, while it carried off numbers of the Britons, involved their enemies in the common ruin, destroying multitudes of them, and compelling the rest to retreat.

The Britons had now time to recollect themselves, and rally their forces, and having sent over the Bishop of London to their brethren, who had been settled in Armorica, or Britanny, in France, by the Emperor Maximus, and with whom had been left the greatest part of the British navy, their representation induced the king of Britanny to send to their assistance his brother Constantine, with a squadron of ships and two thousand men under his command, who, having defeated their enemies, was crowned king by the Britons, and surnamed the Deliverer.

At his decease he left three sons, two of them children, and the eldest, Conflans, a man of very weak understanding, whom his father had destined for a religious life.

Vortigern, however, a British nobleman of great power, took Conflans out of his monastery, and gave him the title of king, though in reality he governed the kingdom in his name, and as soon as he thought his own authority sufficiently established, he caused Conflans to be murdered, and seized on the throne; the children of Constantine flying to Britanny.

According to the Saxon writers, it was this Vortigern who first invited their countrymen into Britain, his tyrannical conduct having alienated the hearts of his subjects, and encouraged the Scots and Picts again to invade the southern parts of the island, so that not daring to rely on the Britons, he was compelled to invite over these foreigners to his assistance.

The first Saxons who landed in Britain came over in only three ships, but finding themselves well received, and Hengist, their captain, having prevailed on the king to let him build a castle, they then sent for a fresh supply of their countrymen, who accordingly arrived in a squadron of eighteen ships, bringing with them Rowena, the daughter of Hengist, a beautiful but artful woman, whom Vortigern soon after married, quitting for her sake his former queen, by whom he had three sons.

Yielding to her suggestions, he now invited over a vast number of Saxons, which so irritated the Britons that they soon after deposed him, and raised his son Vortimer, a brave and worthy young man, to the throne (A. D. 463.) He raised an army, and, as far as he could, equipped a fleet, while his unworthy father sided with the Saxons against his subjects. The British writers say that Vortimer defeated the Saxons in four battles, the first on the river Derwent, the second at Aylesford, in Kent, in which Horsa, one of their chiefs, was slain, the third on the sea-shore, from whence they fled to the Isle of Thanet, but Vortimer having roused al-the spirits of his subjects, and brought together a considerable fleet, the Saxons were obliged to try their strength in a naval engagement, and being beaten, for the fourth time, were forced to fly home, leaving their wives and children behind them in the Isle of Thanet; nor is it probable they would ever have returned had not Vortimer been prematurely taken off by poison, as it is said, by the contrivance of his mother Rowena.

By an unaccountable weakness the Britons, after the death of Vortimer, recalled his father, Vortigern, to the throne, who, still adhering to his old politics, invited over Hengist, who soon, with his adherents, became so powerful, that Vortigern, after an unsuccessful struggle to restrain his authority, was compelled to leave the best part of the island to their sway, and flee into Wales.

Aurelius Ambrosius, the second son of Constantine, who had fled, while a child, into Britanny, was now arrived at manhood, and being invited by the Britons to make good his right to the crown, he got together a considerable fleet, and embarking therein ten thousand men, he landed at Totness in Devonshire, immediately pursued Vortigern, whom he defeated and destroyed; and then turning his arms against the Saxons, he overcame them also in several battles, in one of which he slew Hengist with his own hand, and upon this victory concluded a peace with them; but was not long after at their instigation poisoned.

Aurelius was succeeded in the empire by his brother Uther, surnamed Pendragon, or Dragon's Head, from his bearing that symbol on his ensigns. During his reign he carried on the war against the Saxons with various success, but that they gained ground is evident from the circumstance of several Saxon principalities being established at this time in South Britain. The kingdom was likewise invaded from Ireland, but the invaders were, by his courage and prudence, driven back, and Uther having equipped a large fleet to preserve the coast from similar attacks, left, at his death, that and his dominions to his son, the justly famous and renowned king Arthur.

This prince, on whom so much extravagant praise has been bestowed by injudicious writers, as to throw an air of fable on his history, and bring his real deeds in question, was undoubtedly one of the most eminent of our naval heroes, since he, by his prowess, annexed to his kingdom of Great Britain, the six insular provinces, viz. Ireland, Iceland, Norway, the Orcades or Orkneys, Gothland, and Denmark, which, however, were held but for a little while, they throwing off the yoke in the reign of his successor.

We have now traced the naval history of this island down to the time of its declension, when the Britons were driven by the Saxons into Wales; where, however, according to their own writers, they still, for several ages, preserved some remnant of their former maritime strength.

* * *

CHAP. II.

Naval History of the Saxons, and of the Danes, till the arrival in Great Britain of William the Conqueror.

It was nearly three hundred years from the first arrival of the Saxons before they became absolute masters of that part of the island which they called England.

These invaders, though by most writers denominated under the common title of Saxons, were in reality derived from three distinct nations, the Saxons, the Angles, and the Jutes. The Saxons erected three principalities, viz. the east, west, and south Saxons. The Angles were distinguished as the East Angles, Mid Angles, Mercians, and Northumbrians. The Jutes settled in Kent, and the Isle of Wight, and for several ages after the inhabitants of that island were called by the West Saxons, Jutes.

Though the dominion was thus divided, they, in adherence to the old British custom, allowed a pre-eminence to one of their princes, who was styled, in addition to his other title, King of the Englishmen. Offa, the eleventh king of the Mercians, having attained this dignity, and being a prince of a very ambitious disposition, began to aim at absolute power, and therefore turned his forces against his neighbours, the Saxons and native Britons, who, finding themselves not in a condition to resist him, applied for assistance to Charles the Great, king of France. Offa, however, instead of listening to the exhortations, or rather commands, of Charles to desist from his enterprizes, applied himself to raising and equipping a fleet, which rendered him so formidable that Charles was glad to embrace his proffers of friendship, and Offa reigned for thirty-nine years gloriously, leaving to his successors this useful lesson, That he who will be secure on land must be supreme on sea.

In a short time, however, after the death of Offa, the Danes, who had in vain attempted during his life to gain a footing in England, began to harass and infest the coast, landing first in Northumberland, from whence, after ravaging and destroying all they could meet with, they set sail and landed in some new place, and thus continued to spread their devastations over the whole country. Unfortunately the native Britons had still so inveterate an hatred against the Saxons that they could not be brought cordially to join in any attempts to repress the Danes, but, on the contrary, rather assisted them against those whom they looked upon as equally intruders, and knew, by experience, to be most oppressive neighbours.

The Saxons, therefore, were reduced to the necessity of defending themselves against the united forces of the Britons and Danes, and Ecgbryht, king of the West Saxons, having raised himself to the sovereignty of England, equipped a fleet, with which he defeated a Spanish squadron of thirty-five ships, at Charmouth, in Devonshire, with great slaughter. This, for a time, procured him peace, but two years after, having raised a vast force, they landed in Wales, and were joined by their confederates the Britons. King Ecgbryht, however, opposed them both with a fleet and an army, and once more compelled them to fly, while the Britons took refuge in the mountains.

This kind of warfare was continually renewed, and with various success, but in the end greatly weakened the Saxons. In one memorable action fought off Sandwich, king Ethelstan, who commanded the fleet in person, defeated the Danes in a bloody battle, taking nine of their ships, and obliging the rest to leave the coast; but in a short time they returned with a fleet of three hundred and fifty sail, and landing a large force, besieged Canterbury, which fell into their hands, as did, soon after, London and various other places.

From this time, unfortunately for themselves, the Saxons totally abandoned all thoughts of naval affairs, and only sought to fortify their cities, and defend themselves at land against their enemies.

Worn out, however, by their continual battles with a superior force, and finding their resources all exhausted, they at length began every where rather to submit to a settled slavery to their imperious invaders, than to attempt to enjoy a precarious freedom in a country become almost a desert, and continually subject to alarms.

Such was the state of Britain when Alfred, or Elfred, as it is sometimes written by ancient authors, came to the throne. His was, indeed, a kingdom without subjects, but his prudence, spirit, and vigour, soon revived the drooping Saxons, who, encouraged by his example, defeated the Danes in many battles, compelling many of them to quit the country, and where this was impracticable, permitting them to settle among themselves in a regular manner.

These advantages appear to have been chiefly gained by the king's superior knowledge in maritime affairs, and his constantly forcing the enemy, if possible, to fight at sea rather than on land. To enable himself to secure his advantages on this element, his sagacity pointed out a method of constructing vessels on a new plan, which gave him complete superiority over people who were constantly practised in naval armaments, and of course better skilled in navigation than his sailors.

The fleets of these invaders were, he considered, frequently built in a hurry, poorly provided in vessels and rigging, and crowded with men. A few ships therefore of a larger size, built in a new manner, of well-seasoned materials, thoroughly supplied with ammunition and provision, and manned by a small number of expert seamen, could not fail to strike terror into their enemies, and, in the course of an engagement, destroy great numbers with comparatively little hazard to themselves. He therefore caused a certain number of ships, or gallies, to be built, longer, higher, and yet swifter in a duplicate proportion, than the vessels in common use. Each of them was capable of holding sixty rowers, which was double the usual number, and from their form they possessed the facility (of so much advantage) of running close under shore, or up into creeks. These Alfred sent to sea with a strict prohibition to give no quarter, but to put all to death, indiscriminately. This severity he considered necessary on two accounts: first, that his ships, though extraordinarily large, were not adapted to convey prisoners, and, secondly, that it was advisable by this example to strike terror into these lawless rovers. The same year these vessels were built, six pirates of unusual strength infested the Isle of Wight, and the coasts of Devonshire. The king immediately sent nine of his new ships in search of them, and as soon as they came up with them, three of the pirates ran a-ground; but the other three stood out to sea, and boldly engaged the king's ships. Of these, two were taken, and the third escaped with difficulty, and with five men only. The British ships then attacked those which were on shore, and greatly disabled them; killing a great part of their crews. At length the tide floated them, and they escaped to the coast of the South Saxons, where two of their ships again grounded; and the pirates, endeavouring to escape, were all taken and carried to Winchester, where, by the order of the king, they were hanged. The third, for that time escaped; but in the course of the year not less than twenty pirate ships, with their crews, were destroyed on this coast. Thus fully proving the advantage derived from the king's vigor and sagacity; and not only was this shewn in his endeavours to exterminate these marauders, but in his general attention to nautical subjects, his efforts to extend the commerce of his country, and the pains which he took to acquire whatever was new or useful in navigation, and to promote discovery in foreign parts.

Of the magnitude of his ideas on these subjects, two instances have been transmitted with authentic circumstances. The first, his sending out certain skilful persons to discover the utmost extent of the Arctic regions, and the possibility of a passage on that side to the north-east; the second, his correspondence with the Indies.

According to a manuscript in the Bodleian library, which is a fair copy of a relation inserted in the Saxon version of Orosius, written by King Alfred himself, that the first voyage instituted for the discovery of the north-east passage, was performed by Ohther, a native of Halgeland, which lies in 66 deg. of north latitude; and that by the direction of Alfred, he surveyed the coasts of Norway and Lapland, and presented the king, not only with an accurate description of those countries and their inhabitants; but also brought him some whales' teeth, which were then esteemed superior to ivory, and gave him a clear account of the whale-fishing. This encouraged the king to send Wulfstan, an Englishman, to view those countries, who confirmed by his relation all that Ohther had said of them: and it is surprising, to those who consider the obscure age in which they were written, how accurate in point of geography, and with what plainness and probability, as to matters of fact, these narratives are written.

The intercourse which was opened with India, was occasioned chiefly by the king's humanity, who, hearing that the Christians of St. Thomas's were in great distress, sent them relief by the hand of Suithelm, or in Latin, *Sigelmus*, a priest, who returned bringing with him an immense treasure of Indian goods, and amongst them, precious stones, perfumes, and curiosities, of which the king made suitable presents to foreign princes.

Edward, who succeeded his father, Alfred, (A. D. 901.) was a prince of great qualities; but during his reign the kingdom was greatly disturbed, both by the pretensions of his cousin Ethelwald to the throne, and by the invasions of the Danes, who espoused the cause of the latter. King Edward, therefore, wisely trusting his permanent defence to his fleet, after defeating the Danes on land, and killing Eric their king, and Ethelwald his rival, in a battle fought in Kent, called together all his naval force, upwards of a hundred ships, with which he successfully engaged the enemy, and forced the greatest part of their fleet on shore, which secured tranquility for the remainder of his reign.

Ethelstan, the brother of Edward, succeeded him, and soon gained the character, not only of a wise and politic king, but a brave and skilful captain. At the commencement of his reign, he renewed the alliance which had previously existed between his brothers and Constantine king of the Scots; but either from caprice, or a jealousy of Ethelstan's encreasing power, the compact was soon broken on the part of Constantine.

King Ethelstan, upon this, immediately invaded Scotland, with a royal army; and at the same time ravaged the coasts with a large fleet, which speedily terrified Constantine into submission.

Ethelstan, however, had scarcely drawn off his forces, before the king of the Scots formed a coalition with the Britons on one side, and on the other with Anlaff, a Danish prince, who had settled in Ireland. In consequence of these negociations, the Britons marched northwards with a large army, to join the Scots, while Anlaff, with a more powerful fleet than had ever been seen in those seas, prepared to attack the Saxons.

No way alarmed, however, at such a powerful combination, Ethelstan determined to meet his enemies both by sea and land, which he accordingly performed with equal bravery and success. In these encounters there were slain five kings and seven Danish chiefs; and king Ethelstan, by this victory, rendered himself the most absolute monarch that, up till then, had ever reigned in Britain; and, had he long survived, would in all probability have thoroughly established the Saxon power, but he died the year after.

Edgar, justly denominated the Great, ascended the English throne, (A. D. 957.) and successfully followed the maxims of his predecessors, Alfred and Ethelstan, applying himself from the commencement of his reign, to raise a mighty maritime force, and vindicate his right to the dominion of the sea.

The records of those times differ, as to the number of his fleet, though all agree that it was far superior to those of his predecessors, and more powerful than all the European princes put together. Some fix it at three thousand six hundred, others at four thousand, and there are others who even carry it as far as four thousand eight hundred. The first, however, appears the most probable number.

These ships he divided into three fleets, and stationed one on the east, another on the west, and the third on the north coast of the kingdom, thus permanently providing for its defence; while to ensure his purpose, he every year went in person, first, on board the fleet stationed on the eastern coast, and sailing west, scoured all the channels, and looked into every creek and bay from the north of the river Thames, to the Land's-end in Cornwall, there quitting this fleet, he went on board the western one, with which he steered to the northward, taking the like inspection, not only on the English and Scotch coast, but also on those of Ireland and the Hebrides, which lie between them and Britain, then meeting the northern fleet, he sailed in it to the Thames mouth.

Thus he at once asserted his sovereignty over the seas, and rendered invasion impracticable.

As a proof of his extensive power, it is related by the historians of that time, that he once held his court at Chester, where he caused all his feudatory princes, eight in number, to enter a barge, and while he steered the helm they rowed him on the river Dee, from his palace to the monastery of St. John, where he landed and received their oaths, as his vassals, to maintain his sovereignty by land and by sea; and then, having made a speech to them, he returned to his barge, and passed in the same triumphant manner back to his palace.

The names of these princes were, Kenneth, king of Scotland; Malcolm, king of Cumberland; Maccusius, king of Man; and five petty kings of the Britons.

It is not our province to enter into details of the wise and provident administration of this great and powerful prince upon land; but so successful were his vigilant measures, that during sixteen years that he reigned, it is said that not a single thief was found in his dominions on land, nor a pirate heard of at sea.

As a proof of the absolute naval dominion he possessed, the preamble of a decree of his, made in the fourteenth year of his reign, runs thus: "Ego Edgarus, totius Albivonis Basileus, necnon maritomorum seu insulanorum regum circumhabitantium, &c." that is, I Edgar, monarch of all Albion, and sovereign over all the princes of the adjacent isles, &c. Edgar died (A. D. 975.) in peace, and full of glory.

He was succeeded by his son Edward, a child, who, after a reign of three years, was basely murdered by his mother-in-law, to make room for her son Ethelred.

In less than six years from the death of Edgar, the strength of the nation was so sunken, that a Danish squadron of only seven ships infested the coast, and even landed and plundered Southampton; and in a few years after they ravaged and plundered the whole coast so that the king, by the advice of Siricus, Archbishop of Canterbury, entered into a treaty with the Danes, and endeavoured to bribe them to future forbearance by a subsidy of ten thousand pounds, thus giving birth to that infamous tribute called Danegeld.

This, however, as might have been easily foreseen, only excited the Danes to greater violence, in the hopes that the more they were dreaded the larger would be the sums they could extort as the price of their absence.

In (A. D. 993.) Unlaff, a famous pirate, with a fleet of ninety-three ships, came up to Staines, and having plundered the country on both sides of the Thames, they sailed down the river again, and committed fresh ravages on the coast of Kent. The king sent an army thither against them, but they defeated it, and killed the general who commanded it.

In the following year, Anlaff, duke of Norway, penetrated as far as London, with a fleet of ninety-four sail, and attempted to burn the city; but the inhabitants compelled him to desist. He then marched into Kent and Hampshire, and obliging the country people to furnish horses for his army, they were enabled to spread their devastations to such a horrible extent, that the king was again reduced to the disgraceful expedient of a bribe; and Anlaff agreed to retire on condition of receiving sixteen thousand pounds, an immense sum in those days. He likewise promised never again to set his foot in England, and, what was surprising in one of his profession, he strictly kept his word.

In A. D. 997 another fleet of pirates entered the north of the Severn, and destroyed all the adjacent countries with fire and sword; from thence they proceeded to Cornwall and Devonshire, and having collected an immense booty, carried it off to their ships. In (A. D. 999.) they came into the Thames, and the king, collecting all his forces, gave them battle at Canterbury; but was defeated with great loss. This event, instead of depressing the people, seems to have roused up some portion of their ancient spirit and it was determined in a great council, to raise a strong army, and fit out a powerful fleet; but during the next year the fleet was hindered from achieving any thing, by contrary winds, and afterwards falling into great disorder, and one of the king's admiral's deserting with a great part of the fleet, the monarch was constrained again to purchase a short-lived peace by a bribe of twenty-four thousand pounds.

Yet the oppressions of the Danes, who were now scattered through all the kingdom, still continued so flagrant, that in the next year, (A. D. 1002.) the king attempted, by a general massacre of the Danes, to set his people once more at liberty.

This barbarous and base expedient, however, proved but of temporary service, for in A. D. 1007, the king was again compelled to conciliate his enemies, the Danes, by a sum of thirty thousand pounds, raised by the oppression of his subjects.

Convinced of the folly of temporizing, the loyal part of the nation now saw the necessity of effectually taking up arms, and exterminating, if possible, their merciless invaders. A general tax therefore was agreed on, to support the expence of raising and supporting a fleet and an army.

The manner of raising this tax was as follows: every three hundred and ten hides of land were required to furnish a stout ship, and every eight hides a coat of mail and a helmet; by which means a large force was raised, though it appears that, through treachery and mismanagement, with very little effect.

This tax, under the denomination of Danegeld, continued until the time of Edward the Confessor, who, it is said, first freed his subjects from this grievous burthen. Had the money thus raised been faithfully employed, there would have been, questionless, a sufficient naval force raised to maintain effectually the dominion of the sea. But it appears, that such were the delays, the negligence, and the disorder in all their preparations, that the people were defrauded of their money without any thing being effected; and the unfortunate king Ethelred, who is said to have been personally brave and well-meaning, has been handed down to posterity with the opprobrious nick-name of the Unready.

During the reign of Edward, the son of Ethelred, who, from his hardy acts in defence of his country, was surnamed Ironsides, Swain, king of Denmark, invaded this country, (A. D. 1013,) and at this time so many of the nobility were of Danish extraction, and so much general disaffection to the family on the throne prevailed, that the foreign invader found sufficient encouragement to set up a title by election; and Edward, for a time, abandoned the throne and fled into Normandy. Swain, however, dying in the next year, the Saxons recalled king Edward Ironsides, while the Danes declared for their countryman, Canute, son of Swain, and at length it was agreed, that Edward and Canute should reign jointly. Soon after this coalition King Edward died, and Canute became sole possessor of the crown, (A. D. 1017.)

This prince carried his naval prerogative even higher than the most fortunate of his predecessors. In (A. D. 1027) he sailed with a fleet of fifty ships, having English forces on board, into Norway, and, having driven out Olaf their king, assumed the crown himself, and the next year returned to England, from whence he afterwards invaded the Scots, both by sea and land, and forced their king to submit to his terms.

Canute died (A. D. 1039) leaving the throne to his son Hardicanute, whom he had by Emma, widow of king Ethelred.

Hardicanute, however, being in Denmark at the time of his father's decease, the kingdom was seized by Harold, surnamed from his swiftness, Harefoot; he however died after a reign of four years, and Hardicanute then came over with a large fleet to take possession of the kingdom. The very first year of his reign he raised the tax, or Danegeld, to sixty-two ships, and the following year he levied 2,1099 pounds on his subjects, and fixed the future subsidy at thirty-two ships; but he soon after died suddenly, and with him ended the dominion of the Danes in England.

Edward, surnamed the Confessor, the son of king Ethelbert and queen Emma, now ascended the throne.

In the beginning of his reign he kept up a fleet of thirty-five ships; but afterwards, quarrelling with earl Godwin, a nobleman, whose power and influence was unbounded, the king's force became so weakened, that he retained little more than an empty title. In the year 1046, a piratical squadron, commanded by Lother and Yrling, landed their forces at Sandwich, and, having pillaged all the adjacent country, carried off their prey to their ships, and then sailing to the coasts of Suffolk and Norfolk, committed the like outrages there, and carried off all their ill-gotten plunder to Flanders, unmolested by any of the kings forces.

The king, however, soon after fitted out a fleet of fifty ships, to oppose the naval armament of earl Godwin; but either through the earl's intrigues, or the mismanagement of the king, this all came to nothing, and a treaty was soon after concluded, by which the earl was once more restored to the king's favour. At the decease of king Edward, (A. D. 1066.) who died as weakly as he had lived, without securing the succession to his heir Edgar Atheling, the nation was thrown into great confusion. Earl Godwin had died some time before, and Swain and Tostigo, his two elder sons, had both commenced pirates, and committed great outrages on the coast; but Harold, the younger, was of a more ambitious turn, and therefore, upon the decease of king Edward, he seized upon the crown of Britain, to which he had little or no title.

Harold was of a great family, equally allied to the Saxons and Danes, very brave in his person, and above all, desirous of maintaining the honour and independency of the nation at sea.

He however had many difficulties to contend with. His subjects were discontented with his title. William, duke of Normandy, laid claim to his crown; and Tostigo, his own brother, who had quarreled with the late king and his own father, appeared off the coasts of Yorkshire and Northumberland with a hostile fleet of fifty sail. The latter, however, was soon defeated by earl Edwin, and escaped to Scotland with only twelve ships. Here he was soon after joined by Harold Harfager, or the fair-haired king of Norway, a new pretender to the crown of Britain; and Tostigo, joining forces with him, sailed up the Humber, where they landed, and began their march towards York. The two great earls, Edwin and Marcar, instantly assembled a great force, and gave them battle, but were defeated with great loss: and the king of Norway possessed himself of the city of York

King Harold now resolved to oppose the invaders in person; while, in the mean time, he ordered a fleet to be fitted out to encounter them at sea.

The enemy were laying in an entrenched camp, which they considered impregnable; but the king opening the passage at Stanford-bridge, which has ever since been called Battle-bridge, after a long and bloody dispute, forced their entrenchments, and killed both Harold Harfager and Tostigo, on the spot.

His admirals at sea having the like success in defeating the Norwegian fleet, Olaf, the son of Harold Harfager, was glad to capitulate, and consented to embark the scattered remains of his army on board twenty vessels, giving up all the vast spoil they had taken, with the remainder of his money, to the conqueror.

This glorious victory, which might have been expected effectually to confirm the king's power, was, on the contrary, the means of weakening it, by affording an opportunity for the display of his ill qualities; for instead of dividing the rich booty, or even a part of it, among his soldiers, he laid hands on the whole, and thus alienated their affections from him, made them less zealous in his service, and thus greatly contributed to the success of William, duke of Normandy, who, having collected a large body of forces, consisting of Normans, Flemings, Frenchmen and Britons, landed at Pevensey, in Sussex, and immediately burnt his fleet, which he knew was totally incompetent to contend with that of Harold.

CHAP. III.

The Naval History of England, during the reigns of William the Conqueror, William Rufus, Henry Beauclerk, and Stephen.

William, Duke of Normandy, whom historians have agreed in styling the Conqueror, though it appears he laid claim to other titles to the crown of England, than that arising from the prowess of his arms, was too sagacious a prince not to discern the importance of a naval force, to the security of his kingdom. On his landing from Normandy he had burnt his own vessels, and the greater part of the English fleet had been carried off by the sons of Harold, and others: William, therefore, could bring together but a very inconsiderable fleet; but, determined to do all that could be done in an affair of so much importance, he, in the beginning of his reign, passed into Kent, where the natives delivered up to him the port and castle of Dover, in which he placed a strong garrison, and then, collecting together what ships he could, he appointed a squadron to guard the coasts, and embarked with a part of his army in the rest, and carrying with him the chief of the English nobility, as hostages for the behaviour of the rest, he returned to Normandy, at once to settle the administration of that state, and collect a force sufficiently formidable to protect him, both against the attempts of his English subjects and foreign invasion, both which he had reason to expect.

On his return from Normandy, the king began to treat the English with great severity; and, in consequence, many of them withdrew from the kingdom. Edgar Atheling and his family took shelter in Scotland, where they were soon after joined by the two great earls, Edwin and Morcar, with many others of the nobility, and from whence they soon after invaded the north of England. Others of the nobility fled to king Sweyne the second, of Denmark, who, having himself, as he considered, a claim to the English throne, was ready to give them assistance and encouragement.

He soon, therefore, equipped a fleet, according to the Saxon historians, of 240, though others make them 300, sail; which, under the command of his brother-in-law Osborne, his sons Harold and Canutus, and some of the English fugitive nobility, came safely into the mouth of the Humber, and landed their forces, (A. D. 1069.) They were immediately joined by Edgar Atheling, and the earls, Edwin, Morcar, and Waltheof, and marching towards York, took the citadel, and put about three thousand Normans to the sword; then, leaving a strong garrison under command of earl Waltheof, the main body marched towards London; but these successes were rendered of no avail, by the perfidy of Osborne, the Danish chief, with whom king William entered into a private treaty, by which he agreed to give him an immense sum of money, with free leave to plunder the northern coasts, on condition of his retiring with his forces in the spring. Accordingly, abandoning their conquest, the Danes, in the beginning of the next year, returned to their fleet in the Humber, and sailed for Denmark.

In the following year they again made a descent, in the Isle of Ely; but not being able to effect any thing of importance, Sweyne entered into a treaty with the king of England, by which they were allowed to sail with their booty; but, meeting with a great storm, part of the fleet was forced into Ireland, and the rest foundered at sea.

The sons of Harold, Godwin and Edmund, afterwards made several attempts, but were defeated; and, at length, retired to Denmark, where they spent the remainder of their lives in security.

In the seventh year of king William's reign, having greatly increased his naval force, he attacked Scotland by sea as well as land, and reduced king Malcolm to accept such terms as he thought fit to prescribe.

Such indeed was the superiority of the English naval power, that though the Danes, more than once during the remainder of king William's reign, were at the trouble and expence of fitting out vast armaments; yet their enterprizes were constantly abandoned, as soon as they discovered the preparations that were made to receive them.

In A. D. 1086, the king engaged in a war with France, which cost him his life; for advancing too near the flames of a city, which he had caused to be set on fire, he was in consequence seized with a fever, of which he died, in the twenty-first year of his reign, and the sixty-fourth of his age.

Robert, the eldest son of king William, was absent in Germany when his father died; the crown, therefore, was seized by William, the second son, surnamed Rufus, or red, from the colour of his hair, who, though he had not a shadow of right to the throne, (his brother Robert being his superior in merit as well as birth,) contrived to seat himself securely, by his politic distribution of his father's treasures, which were so immense, and were scattered with such a liberal hand, that it is affirmed, the poorest people in England felt the benefit of it.

Robert, in the mean time, had taken possession of Normandy, without opposition, and, when he was settled there, began to turn his thoughts to England, where his uncle Odo, earl of Kent, had already formed a strong party for the support of his title.

After many unsuccessful attempts, however, and the loss of a great number of ships, and multitudes of men, on the part of the Normans, Robert was obliged to yield his pretensions to the crown of England, and king William, in the fourth year of his reign, invaded Normandy. By the interposition of friends, however, the brothers were for the present reconciled, and the following year, (A. D. 1091.) duke Robert, being then in England, took the command of the king's fleet, in an expedition against Scotland, which failed, in consequence of meeting with storms on the Scottish coast, by which many of the ships were lost, and many more disabled.

In A. D. 1099, the king drew together a large force, and increased his marine equipment to a considerable fleet; but his projects were defeated by his sudden and violent death, being shot by an arrow, whether accidentally or designedly, does not appear very clear, while hunting in the new forest, in the thirteenth year of his reign, and the forty-third of his age.

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f Normandy, however, favoured by several of king Henry's
s, some of whom deserted with their ships to join him, landed
outh, (A. D. 1101.) with a gallant army. The king, upon
this, marched directly to Hastings to give him battle; but, by the
rvence of the Archbishop of Canterbury, and other principal person-
, a reconciliation was effected, and duke Robert agreed to give up his
ght to the crown, on receiving a pension of three thousand marks, with which, after a stay of six months in his brother's court, he retired to Normandy.

This calm, however, was of very short duration; and, after various conflicts we find, that in less than five years after, king Henry raised a great fleet and army, with which he totally subdued Normandy, and having taken his brave but unfortunate brother prisoner, kept him in captivity till his death. From this time Henry reigned happily and successfully, till the twenty-first year of his reign, when, having for some years resided in Normandy, for the better settlement of that state, he resolved to return to his English possessions.

His only son, William, whom he had created duke of Normandy, and on whom the hopes of the whole nation, as well as those of his father, were fixed, had, for this occasion, ordered a new ship to be built, in which, with many of his royal relations, he embarked, with a fair wind and fine weather. Unfortunately the prince, in a moment of youthful mirth, proposed a reward to the sailors, if they could outsail the vessel which carried his father. In attempting this, they unhappily approached too near the shore, and, just as it was dark, the ship ran upon a ledge of rocks.

The boat was instantly hoisted out, and the prince, with a few others, got into it, and would probably have been saved; but, hearing the cries of his sister, the countess of Perche, he returned, with an intent to rescue her, when so many instantly crowded into the boat that it sunk, as well as the ship, and every soul was lost except a butcher, who escaped by clinging to the mainmast.

The number of those who perished by this accident was about two hundred persons, which is a sufficient proof that the vessels of those days were of considerable bulk and burden.

There appears little more in this king's reign worthy of record, except that he manifested the greatest attention to maritime trade, and enacted several laws, in particular one, which gave the right to a wreck to the original owners, if a living thing was found on board.

After a happy and prosperous reign of thirty-five years, this prince died, in the sixty-eighth year of his age.

Stephen, Earl of Blois, nephew, by the father's side, to the late king, and by his mother Adela, grandson to the Conqueror, succeeded to the throne, (A. D. 1136,) to the prejudice of the empress Maud, the daughter of Henry. This prince, though very ambitious, relinquished, according to his promise, to his subjects, the Danegeld, or tax, by which alone he could have been enabled to maintain the sovereignty of the sea. In the third year of his reign, however, he possessed a fleet sufficient to empower him to invade Normandy, and rejoined that dukedom to the English crown: but his prosperous career was soon checked; for his competitor, Maud, landed in England, and quickly grew so powerful, as to take the king prisoner; and he was, by her command, put into irons, and conveyed to Bristol, though he was afterwards exchanged for her illegitimate brother, Robert, Earl of Gloucester, who crossing over into Normandy, recovered it for his sister and her son Henry; and afterwards successfully invaded the northern coast of England, with a fleet of only fifty-two sail; a proof, as historians remark, how low the maritime strength of this kingdom was then fallen.

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CHAP. IV.

The Naval History of Great Britain, during the reigns of Henry II. *Richard* I.—*John.*—*Henry* III.—*Edward* I.—*Edward* II.—*Edward* III. *Richard* II.

HENRY II. the son of Maud, and the first of the Plantagenet race, ascended the throne at the death of Stephen, with the consent of all parties, and bringing with him the additional honours and possessions of the duchies of Normandy, Aquitain, Anjou, Touraine, and Main, which rendered his power and grandeur superior to that of all his predecessors.

His first naval exploit was in the fifth year of his reign, and was undertaken for the recovery of the earldom of Toulouse; but he did not finally succeed in his object, though his superiority at sea was so acknowledged by his enemies, that none of them dare contend with him on that element.

In A. D. 1165, and the eleventh of his reign, he employed both a fleet and an army against the Welsh, and likewise engaged in various disputes with the king of France, which obliged him, for some years, to reside in Normandy.

In A. D. 1171, the king, heading his army in person, embarked with them on board a fleet of 400 sail, and passed over from Milford-haven to Waterford: and the appearance of the monarch himself, with such a large force, had such an effect in this country, then torn to pieces by intestine divisions, that he was speedily enabled to subdue it without loss of blood; but he was unhappily called from Ireland by domestic discord, Eleanor, his queen, and his sons, Henry, Richard, and Geoffrey, having entered into a conspiracy against him, in which they were supported by the power of the king of France.

By this unnatural conspiracy, the king was for several years involved in wars, in which, however, he was uniformly successful at sea; and, having at length, in a contest with his son, Henry, destroyed most of the rebels' ships, they were compelled to accept a peace on the terms prescribed by the king.

Richard, surnamed, from his bravery, Cœur de Lion, succeeded his father, Henry, (A. D. 1189) in all his dominions; and having amicably arranged his affairs in France, he came to England, to settle his domestic concerns, in order that he might be free to commence that great expedition on which he had set his heart—the extirpation of the Saracens out of the Holy Land, who were growing no less formidable at sea than they had long been at land. As to the policy of this measure, notwithstanding the opinions of various historians, it must be acknowledged, that, although it might have been severely felt by the nation, it established the fame of the English flag, and commanded that respect, which it has ever since maintained. The English fleet consisted of thirteen ships of extraordinary burden, one hundred and fifty ships of war, fifty-three gallies, besides several smaller vessels. On their passage to Cyprus they encountered a violent storm, which destroyed several of their ships, and being denied entrance into one of the ports of that Island, Richard was so enraged that he attacked and reduced it in fourteen days, taking the king of Cyprus, and his daughter and heiress, prisoners; and leaving two governors, with a considerable force, he sailed from Cyprus, with a great accession to his fleet, which now consisted of two hundred and fifty-four large ships, and upwards of sixty gallies. In his voyage to Acon, or Ptolemais, he overtook a Saracen vessel of such extraordinary dimensions, that, according to Matthew Paris, "it looked like a floating castle in the sea, and was in a manner impregnable," which the English fleet attacked and took, although defended by no less than one thousand five hundred men; of whom Richard ordered thirteen hundred to be drowned. After this he proceeded to Acon, which he blocked up by sea, at the same time that his forces, with those of other Christian princes, besieged it by land; and, though defended by the whole strength of the Saracens, under the famous prince Saladine, it was at length taken, principally by his means. (A.D. 1191.)

In the spring of 1194, Richard returned to England, and soon after engaged in a war with Philip, king of France, whom he reduced to sue for peace. Here we cannot but observe again, on the overwhelming superiority of the English fleet, which is so clearly evidenced in the conduct of Philip, who, notwithstanding his having married Isemberga, daughter of Canutus V., king of Denmark, with no other view than that of engaging the interest of the Danes, whose naval force he intended to have employed against England, was yet compelled to submit.

It is recorded of John, who succeeded his brother by virtue of his will, and not in right of blood, (A. D. 1199.) that he commenced his reign by the most tenacious attention to the maritime force of his kingdom, and in proof of his confidence in its sovereignty, he enacted that commanders of his fleet should compel all foreign ships that they might meet, to strike to the royal flag; on refusal, such vessels, if taken, to be considered good prizes, even though the state of which their owners were subjects, should be at peace with England. It appears also, that though engaged in perpetual contentions with his subjects, he considerably increased the naval strength of the country. In A. D. 1210, he drew together a fleet little short of five hundred sail, with which he passed into Ireland, to quell the commotions which then prevailed. The appearance of this fleet so alarmed the inhabitants of the sea coast and low countries, that they immediately came and submitted. In 1213, the English fleet, under the command of the earl of Salisbury, attacked a French fleet of very great strength, part riding in the road, and part at anchor in the haven of Dam, in Flanders, and after an obstinate dispute took them all, sending home three hundred sail well laden with provisions, and setting fire to the rest.

Nothing of importance in the maritime affairs of this country seems to have taken place till A. D. 1217, when Henry III., who was then but a child, was on the throne. In this year Hubert de Burgh, governor of Dover, aided by Philip de Albanie and John Marshall, encountered, with the strength of the cinque ports, (about forty sail of ships) a French fleet of eighty stout ships, besides transports. The English commanders perceiving the advantage of the enemy, both in ships and men, had recourse to their superior skill, and profiting by the wind, they ran down many of the transports, and sunk them, with all the soldiers on board; and, to prevent the Frenca from boarding them, they laid heaps of lime upon their decks, which the wind, blowing fresh, drove in the faces of their enemies, and in a manner blinded them, so that declining the contest they bore away for the shore as fast as possible. This engagement, and the consequent distresses of the French king, Lewis, freed England from the plague of foreigners, and proves that while we retain the sovereignty of the sea, all attempts at invasion must prove abortive.

In the twenty-first year of the reign of king Edward I., surnamed Longshanks, who succeeded Henry III., a dispute arose between the English and Norman sailors, which ended in a war with France, and is thus circumstantially related by Walter of Hemingsford:—

"In the year 1293, a fatal contention happened between the English mariners of the cinque ports and the mariners of the French king in Normandy, which began thus:—an English ship putting into a Norman port, remained there some days; while they lay at anchor, two of the crew went to get fresh water at a place not far distant from the shore, where they were insulted by some Normans of their own profession; so that coming from words to blows, one of the Englishmen was killed, and the other flying to the ship, related what had happened to his fellow-sailors, informing them that the Normans were at his heels. Upon this they hoisted sail and put to sea, and though the Normans followed them, they nevertheless escaped; but with some difficulty; whereupon the inhabitants of the English ports sought assistance from their neighbours; and the enemy, on the other hand, retaining still the same disposition, increased their strength daily, and chased all English ships. In these excursions, having had the fortune to meet six, and to take two, English vessels, they killed the sailors, hanging up their bodies at the yard-arm, with as many dogs; sailing in this manner for some time on their coasts, and signifying to all the world, thereby, that they made no sort of difference between an Englishman and a dog.

This, when it came to the ears of the inhabitants of the English ports, by the relation of those that escaped, provoked them to take the best measures they could to revenge so signal an affront; and having in vain cruized at sea, in order to find out the enemy, they entered the port of Swyn, and and having killed and drowned abundance of men, carried away six ships; many acts of a like nature succeeding this, on both sides. At last, wearied by this piratical war, they, by messengers who passed between them, fixed a certain day to decide this dispute with their whole strength. This day was the fourteenth of April, and a large empty ship was fixed in the middle, between the coasts of England and Normandy, to mark the place of engagement. The English, against the time appointed, procured some aid from Ireland, Holland, and other places; and the Normans drew to their assistance, the French, Flemings, and Genoese. At the appointed day both parties met, full of resolution; and as their minds boiled with rage, so a like spirit seemed to agitate the elements. Storms of snow and hail, and boisterous gusts of wind were the preludes to an obstinate battle; in which at length God gave the victory to us; many thousands being slain, besides those who were drowned in a large number of ships which perished the victorious English carrying off two hundred and forty sail; and with these they returned home."

This affair produced a treaty between the French and English powers, the conditions of which being basely violated by Philip of France, Edward, to resent this breach of faith, fitted out three fleets, well provided with men and ammunition. These fleets did great service, not only capturing several places on the French coast, but taking many Spanish merchantmen, richly laden.

The maritime affairs of England seem to have been neglected during the reign of Edward II., which was chiefly distinguished by internal commotions: but in the following reign, that of the third Edward, the character of the British navy attained a pitch of eminence hitherto unparalleled. In 1339, two instances which shed great lustre on the British navy are recorded. Edward, at this time, prosecuting a war with France, to the crown of which he laid claim;—a squadron of thirteen sail of French ships attacked five English, who so valiantly defended themselves, that, notwithstanding the great superiority of the enemy's force, three of them escaped. The other exploit was performed by the mariners of the cinque ports, who, favoured by a thick fog, manned all their small craft, and ran over to Boulogne, where they burnt the lower town, destroyed four large ships, nineteen gallies, and twenty lesser vessels, which lay in the harbour, and consumed the dock and arsenal filled with stores.

In the following year the king, passing over to Flanders, with a strong fleet, defeated the French, with a terrible loss; but as this event was one of the most important in this period of our history, we shall give it in the words of an authentic historian of the day:—

"It happened that on the Saturday fortnight before the feast of St. John the Baptist, the king was at Orewell, where there were forty ships, or thereabouts, preparing for his passage into Flanders, where he was going to his wife and children, whom he had left in the city of Ghent, as well as to confer with his allies about the measures necessary to be taken for carrying on the war, intending to sail in two days time; but the archbishop of Canterbury sent to give him intelligence that Philip de Valois, his competitor for the crown of France, having had notice of his intended passage, with much diligence, and as much privacy as the nature of the thing would admit, had assembled a great fleet, which lay in the port of Sluys, in order to intercept him: wherefore he advised his majesty to provide himself with a better squadron, lest he and those with him should perish.

The king, yielding no belief to his advice, answered, that he was resolved to sail at all events. The archbishop upon this, quitted his seat in council, obtaining the king's leave to retire, and delivered up to him the great seal. His majesty sent, therefore, for sir Robert de Morley, his admiral, and one Crabbe, a skilful seaman, and gave them orders to enquire into the truth of this matter, who quickly returned, and brought him the same news he heard from the archbishop; upon which the king said, ye have agreed with that prelate to tell me this tale, in order to stop my voyage; but, added he, angrily, I will go without you; and you who are afraid, while there is no ground of fear, may stay here at home. The admiral and the seaman replied, that they would stake their heads, that if the king persisted in this, he and all who went with him, would certainly be destroyed: however, they were ready to attend him even to certain death. The king having heard them, sent for the archbishop of Canterbury back, and, with abundance of kind speeches, prevailed upon him to receive the great seal again into his care; after which the king issued his orders to all the ports, both in the north and south, and to the Londoners likewise, to send him aid; so that in the space of ten days, he had a navy as large as he desired, and such unexpected reinforcements of archers, and men at arms, that he was forced to send many of them home; and with this equipage he arrived before the haven of Sluys, on the feast of St. John the Baptist.

The English perceiving, on their approach, that the French ships were linked together with chains, and that it was impossible to break their line of battle, retired a little, and stood back to sea. The French, deceived by this feint, broke their order, and pursued the English, who, they thought, fled before them: but these, having gained the sun and wind, tacked, and fell upon them with such fury, that they quickly broke, and totally defeated them; so that upwards of thirty thousand French were slain upon the spot, of whom numbers, through fear, jumped of their own accord into the sea, and were miserably drowned. Two hundred great ships were taken, in one of which only, there were four hundred dead bodies."

Many remarkable particulars of this battle are related by other writers. Lord Cobham was first sent by the king to view the enemy's fleet, which he found drawn up in a line of battle; and giving an account of the number and force of their ships, to Edward, he valiantly replied, "Well, by the assistance of God and St. George, I will now revenge all the wrongs I have received."

The king directed the battle himself, drew up his fleet in two lines; the first consisting of vessels of the greatest force, so ranged, that between two ships filled with archers, there was one with men at arms, the ships in the wings being also manned with archers. The second was the reserve, from whence he drew supplies as they were wanted. The battle lasted from eight o'clock in the morning till seven at night. After this there was a second dispute; thirty French ships, attempting to escape under cover of the night, were attacked by the English, commanded by the earl of Huntingdon, who took one and sunk several others.

In this victory, the English loss is estimated at about four thousand men, amongst whom were sir Thomas Monthermer, sir Thomas Latimer, sir John Boteler, and sir Thomas Poinings. Throughout the whole of this affair, the king gave his orders in person, and behaved with great courage. The battle was most obstinately contested; and the victory mainly to be attributed to the skill and determined bravery of the British seamen.

To enumerate all the exploits of this reign would far exceed the limits of our plan. Edward's jealousy for the sovereignty of the sea was ever conspicuous, and the victory we shall now record, (to commemorate which, he caused a gold coin to be struck, representing himself in the middle of a ship, with a drawn sword in his hand,) evindes that he considered that to be the *Avenger of Merchants* was one of his most honourable distinctions.

In 1349, a Spanish sqaudron, passing up the Garronne, took several English merchant vessels, and cruelly murdered all the seamen, though the nations were at that time at peace. The king, having intelligence of this outrage, and hearing that a Spanish fleet, richly laden, was returning from Flanders, collected a force of fifty sail of ships, and embarked in person, from Sandwich, about June 1350 having with him Edward the Black Prince, and many other persons of distinction. They met the Spanish fleet, consisting of forty-four ships, stiled caracks, beyond comparison larger and stronger than the English vessels, and attacked it with great boldness. The Spaniards bravely defended themselves, preferring death to captivity. Twenty-four of these great ships were taken, laden with valuable goods, and safely brought into the English ports.

Yet, notwithstanding these achievements, the maritime power of the nation, during the latter years of Edward's reign, became comparatively feeble: this must be attributed to the protracted wars with France, and the consequent frequent imposts, which had considerably injured commerce; while on the other hand, the French king had been accumulating a considerable naval force; and at the period when Richard II. succeeded to the throne of England, (A. D 1377) a French fleet of fifty sail, under the command of Admiral Vienne, infested our coasts, committing great devastations. Roused by the disgrace of these misadventures, the Protectors of the realm, during the minority of the king, granted a subsidy to the duke of Lancaster, on a promise to defend the nation from all enemies for one year; but so indifferently did he execute his trust, that a Scots privateer, (Mercer) with a few ships, carried away several vessels from under the walls of Scarborough castle; and afterwards, increasing his fleet, greatly disturbed the English commerce.

The *amor patriæ* is then most conspicuous, when the distresses of the state require our assistance.—A patriotic alderman of London, John Philpot, a man of great wealth, burning with the affronts daily offered to his country, by the French admirals and the Scots pirates, fitted out, (A. D. 1378) at his own expence, a stout squadron, on board which he embarked a thousand men at arms, and went in quest of Mercer, whose fleet, though greatly superior in force, he engaged and totally defeated, capturing, besides Mercer's own ships with the booty on board, fifteen Spanish ships, richly laden, and all the vessels he had carried from Scarborough. For this glorious service rendered to his country, the illustrious and virtuous Philpot was called before a council; but he answered to the interrogatories so wisely, and so fully justified himself, that they were content to dismiss him with thanks.

The parliament, at length seeing the necessity of having a constant fleet at sea, for the protection of our coasts, levied certain imposts upon all vessels, whether foreigners or others, sailing from the mouth of the Thames, northwards; yet, however, the intestine commotions of the state prevented that due care of our maritime affairs, which our great force might have enabled us to take: and in 1384, the French infesting our coasts with several squadrons, which were but too successful. The inhabitants of Portsmouth, tenacious of their country's glory, fitted out a squadron for the express purpose of chastising those marauders; and having put to sea, soon fell in with a fleet of equal force, and captured every ship, putting to death all on board, with the exception of nine persons.

In 1385, the earls of Arundel and Nottingham, commanding an English squadron, attacked and beat the convoy of a French, Spanish, and Flemish fleet of merchantmen, and took upwards of a hundred sail.

In the same year, Charles VI., of France, determined to compel the English to abandon the few places they still held in that country, drew together an immense fleet;—some writers assert twelve hundred and eighty-seven sail, and that it would have formed a bridge from Calais to Dover. Richard, in the meantime, prepared a great army, and a powerful naval force; but, from the divisions in the French council, these preparations were laid aside till the following year, when France again failed, through, as it is said, the treachery of the duke of Bretagne, and the cowardice of Admiral de Vienne; a great part also of this large fleet were driven on the English coast, and taken. Thus was frustrated the whole design, and the French naval force reduced to comparative insignificance.

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CHAP. V.

The Naval History of England, from the reign of Henry IV., *to the end of the reign of Richard* III.

In the second year of the reign of Henry IV., (A. D. 1403) he contracted a marriage with the widow of John Montford, duke of Brittany, with which the inhabitants of that duchy were greatly discontented and being powerful at sea, they collected their forces, landed in the west, and set fire to Plymouth. The country at this time was much convulsed by the conspiracy of the earl of Northumberland, and other lords; yet, this outrage did not long go unrevenged; for the inhabitants of Plymouth, on the following year, fitted out a squadron, under the command of William de Wilford, admiral of the narrow seas, who, putting to sea, took forty of their ships, laden with iron, oil, wine, &c., burnt an equal number in their harbours, reduced the towns of Penmarch and St. Matthew, and destroyed great part of the coast of Brittany. The admiral of the enemy's fleet, (de Castel) in the meantime landed in Devonshire, where he was defeated by the county militia, with the loss of four hundred men killed, and himself and two hundred more made prisoners. Yet his fleet, and the Flemings, still infested the coast, and captured many ships, hanging all the seamen who fell into their hands.

In 1405, the French invaded the duchy of Guyenne, and sent an army of twelve thousand men, and a fleet of one hundred and forty sail, to the assistance of Owen Glendour, the Welsh malcontent, which they disembarked at Milford Haven; but lord Berkley and Henry Pay, commanders of the squadron of the cinque ports, attacked them in that port, took fourteen and burnt fifteen of the French vessels, which so affrighted those on board the rest that they quickly fled home.

About this period, a fleet of great force, under the earl of Kent, having cruised for some time on the coast of Flanders, entered the port of Sluys, found four ships lying at anchor, and captured three very large Genoese merchant vessels; afterwards they made descents in several places, and burnt six-and-thiry towns, when, having secured a valuable booty, they returned in triumph to Rye.

About 1406, the French fitted out another fleet for the support of Glendour, of which thirty only reached their destination, the rest having been taken by the English; the gallant Henry Pay, admiral of the cinque ports, too, shortly after this, fell in with the Rochelle fleet, consisting of one hundred and twenty sail of merchantmen, richly laden, and took them all.

King Henry, having ventured to sail from Queenborough with only five ships, (1407) was attacked in his passage, by certain French privateers, who, after a smart action, captured four of the English ships, that in which was the king being the only one that escaped. Taught by this experience, the necessity of keeping up a maritime force, the king ordered a strong fleet to be fitted out for the next year, which, commanded by the earl of Kent, completely scoured the narrow seas, and having cleared our own coasts, stood over to Brittany, where the admiral boldly landed in the island of Bierhac, attacked the town Bierhac, where the privateers had taken shelter, took it by storm, and put them all to the sword. In this action the earl was mortally wounded. And in 1410, a fleet of ten sail, under the command of sir Robert Umfreville, went against the Scots, spoiled all the coasts on both sides the Forth, burnt all the ships in their harbours, captured fourteen ships, and carried away such a great quantity of corn as reduced the price of that article in the English market, it being then very high; hence this admiral obtained the surname of Mendmarket.

In 1412, sir John Pendergast, commanding a fleet in the narrow seas, took a great number of French ships laden with provisions; which, though it got him little reputation with the nobles, obtained for him the love of the people, who by this means enjoyed plenty of French commodities at a cheap rate. This admiral had, some years before, felt the effects of that envy which was borne him by the nobility, for having had the command of a squadron intended to scour the narrow seas, which he worthily performed, yet when he returned home, a complaint was laid against him that he had taken such extraordinary rewards for his service, as rendered him little better than a pirate. Upon this he took sanctuary at Westminster, where he lay in a tent in the church-porch for some time; till at last he had justice done him. And now, when his country required the service of a stout and able seaman, he was called again to command.

The first important enterprise in the reign of Henry V., who had succeeded to the throne, was the siege of Harfleur, (1415) which was followed by the ever-memorable victory of Agincourt.

The French, in order to repair their late disasters, fitted out the following year a large fleet, (principally by subsidies to the Genoese,) in which were several of extraordinary size. With this fleet they attempted Southampton and the Isle of Wight, but without success. Afterwards they blockaded Harfleur, which was bravely defended by the governor, the earl of Dorset; yet it, had it not been for the timely relief of a fleet of four hundred sail, under the command of John, duke of Bedford, which attacked the French navy, must have surrendered. The duke, taking advantage of the wind, engaged the French fleet with great vigour, and totally defeated them, after an obstinate and bloody contest; taking or sinking five hundred sail, including three of the large Genoese vessels, which the enemy had hoped the English would not have had the courage to engage.

In 1417, the earl of Huntingdon, commanding a strong squadron, encountered the united French and Genoa fleet, which, though a greatly superior force, he completely defeated, taking the French admiral, the bastard of Bourbon, and four large Genoese ships, on board which was a quarter's pay for the whole navy.

The king now determined on deciding the dispute of his right to the crown of France; and having prepared a fleet of 1,500 ships, of which two (the Admirals) were very remarkable, having purple sails, embroidered with the arms of England and France, the one stiled the *King's Chamber*, the other the *King's Hall;* affecting equally, to keep his court on the sea as well as in his palace. On board this fleet he embarked a great force, which he landed in Normandy, August 1417. With this army he ravaged and subdued Normandy, reduced the greater part of France to his obedience, and compelled the unfortunate Charles VI. to beg a treaty, by which (1420) King Henry's title to the crown of France, was acknowledged by general consent. During the short reign of this monarch, our dominion on the sea was fully maintained; he having humbled all the maritime powers of Europe, and obtained great commercial advantages for his subjects, especially the securing them the exclusive trade of Flanders.

Henry VI. succeeded to the throne of his father, when not a year old, (A. D. 1422) and the death of the king of France taking place in the same year, he was also proclaimed at Paris, though in violation of the treaty of 1420, the French had recognized the dauphin as Charles VII. In 1431, he was crowned king of France: the malecontents having succeeded in 1436, in taking Paris, and the English affairs continuing to decline, Henry was compelled to conclude a peace, (1445) and on very mean conditions; to marry the French princess, Margaret, daughter of the Duke of Anjou, much to the displeasure of the nation.

In 1457, the reigning king of France, Charles VII., one of the ablest sovereigns of the age, anxious for the reduction of the English power, yet seeing his inability to dispute that maritime force; yet, notwithstanding the failure of a treaty with Denmark, by which he was to be supplied with a considerable navy, he (at the suggestion of the queen of England, a true French-woman, who had entered into a secret negociation with the Scots' king, and thought a French invasion might serve her purpose and save her friends,) fitted out a fleet, made a descent on the coast of Kent, landed 1800 men, which marched for Sandwich, while the fleet attacked it by sea, which, though the English bravely defended themselves, they burnt and pillaged. They also made several attempts upon the coast, and the Scots entered and plundered the borders. These occurrences, far from producing the effects which the queen and her partisans anticipated, only tended to encrease the general disaffection.

The adherents of the house of York, having, by representing the neglected state of the coasts, ingratiated themselves with the sea-faring people, and cultivated an interest with the Irish, by depicting their oppressions in the strongest colours, the earl of Warwick, a supporter of that faction, as admiral of the seas, caused several squadrons to be put to sea. On Trinity Sunday, 1458, one of these fell in with the Spanish fleet, who treating them as enemies; a sharp action ensued, when the English took six laden with iron and other merchandise, and destroyed twenty-six other vessels.

This gallant nobleman had been appointed captain of Calais; but the queen, having with much artifice drawn him to court, thought to have prevented his charge, by procuring him to be murdered: from this treachery, however, the earl escaped, and got safe back to Calais, where he had a strong fleet. With fourteen of these vessels he soon after put to sea, in order to prevent the queen from receiving succours from France, and also to aid, if occasion should require, the duke of York and his party; but sailing through the channel, he met with five large ships, richly laden, three Spanish and two Genoese; these he attacked and defeated, though they defended themselves for two days, capturing three, and obliging the others to seek for safety by flight. In this engagement, the loss of the earl was about fifty men, while that of the enemy was near a thousand.

The earl, after this, continued to keep up a great fleet at Calais, and the queen, having employed the lord Rivers to equip a strong squadron against him, the earl sent sir John Dineham, one of his officers, to surprise them in the port of Sandwich, before they were ready for sea, who not only carried off the ships, but also their commander, lord Rivers, and Anthony Woodville, his son, who remained prisoners to the earl, at Calais, for a considerable time.

Several other fruitless attempts were afterwards made by the queen's party, to diminish the great power which the earl of Warwick had acquired at sea. The earl declined fighting as much as he could, consistently with his own safety and honor, from tenderness, as it was thought, of the blood of his countrymen, many of whose hearts he knew to be with him, though they were in the king's, or rather the queen's service. This moderation, however, he seems to have lost sight of, when, in the latter years of Henry's reign, he, by the invitation of the inhabitants of Kent, made a descent upon their coast, and attacking Sir Simon Mountford, then warden of the cinque ports, who, with a strong squadron, then lying at Sandwich, attempted to oppose his landing, he defeated and destroyed the greatest part of them, and amongst them Sir Simon himself perished.

During the remainder of this unfortunate reign, which ended in the deposition of Henry, after having held the crown, though unsteadily, nearly thirty-nine years, nothing worthy of record appears to have occurred in naval affairs; but in the second year of his successor, Edward the Fourth, we find that the British navy began again to signalize itself by conquest over the enemies of the country.

In this year the earl of Kent, with a large naval force, scoured the coast; and landing in Bretagne, with ten thousand men, burnt the town of Conquet, and plundered the Isle of Rhé of a large booty.

A division having arisen between the king and the earl of Warwick, to whose aid the monarch was principally indebted for his seat upon the throne of England, the earl, with the king's brother, the duke of Clarence, who had married Warwick's daughter, retired to Calais, carrying with him the English fleet, which having been long used to his command, adhered to him in opposition to the king.

Edward, however, after various successes on both sides, at length reduced the earl to such extremity, that he was compelled to join his party to the remains of that of the deposed King Henry, of whom he had previously been the most formidable enemy. With this accession of strength, and the assistance of the French king, he once more prepared to make a descent upon England; and while an army was preparing for this purpose, part of his fleet cruized upon the Flemish coast and took many of their ships, in consequence of their sovereign the duke of Burgundy, having espoused the cause of King Edward, whose sister he had married. The duke, in return; with a great fleet blocked up the earl's ships in the mouth of the Seine, but in the latter end of the year 1470 the French king reinforced the earl's fleet with ships and men, which enabled them to force a passage, and accordingly landed in two divisions, one at Plymouth, the other at Dartmouth, where they were quickly joined by so considerable a force, that Edward was obliged to fly to Lynn in Norfolk, from whence he embarked on beard an English ship, and his friends and followers, in two Dutch hulks, and after narrowly escaping from some ships belonging to the Hanse Towns, which were in queen Margaret's interest, landed in Zealand.

Henry VI. was now again released from imprisonment; and by the power of Warwick seated once more on the throne, (1470,) but Edward, with true English spirit, preferring rather to hazard an honourable death in vindicating his right, to an inglorious life in exile, collected together a small force, having in all but four ships of war, and fourteen transports, with two thousand men, and with these ran into the port of Ravenspur in Yorkshire, resumed the royal title, and having first killed the famous earl of Warwick in the battle of Barnet, finally extinguished the claims of the house of Lancaster to the throne in the battle of Tewkesbury, in which Queen Margaret's forces were totally routed, and her son, the young prince of Wales, lost his life.

During these civil commotions, the English fleet had been held by the bastard Fauconbridge, ostensibly for the earl of Warwick, and King Henry's party, but in reality for his (Fauconbridge's) own purposes; for taking advantage of the king's absence, he brought his ship's into the mouth of the Thames, and landing himself with seventeen thousand men attacked London, with a view of plundering it, but was so gallantly repulsed by the citizens, that he was forced to retreat with great loss.

He soon after delivered up the fleet to King Edward, who, in return knighted and created him Vice Admiral; but soon after entering into some treasonable plots he forfeited at once his life and dignity.

In 1474, Edward having completely reinstated the naval force of England, took the first occasion of revenging the part which the French had taken in a former contest between him and his predecessor. A war having broken out between Lewis XI. of France, and Charles duke of Burgundy; Edward espoused the cause of the latter, and with a fleet of five hundred sail, and a powerful army, entered the road to Calais, and there disembarked his forces. All these mighty preparations, however, from the insufficiency of his allies, terminated in a negociation for peace with the French king, who, however, by various acts acknowledged so unequivocally his respect and terror of the English nation as to confer on the latter an honour equal to any which could have been derived from victory in the field.

In 1483 the perfidious violation of this treaty by Lewis, after creating considerable vexation to Edward, at length induced the latter once more to declare war against France; but his unexpected death, which happened in the twenty third year of his reign, delivered France from the terror of the great expedition which he had planned against that nation, and which was nearly ready to set sail at the moment of his decease.

Richard III., the brother of Edward, who, after suffering the legitimate heir, the son of the late king, to enjoy the shadow of royalty for ten weeks only, by the style of King Edward V., was himself proclaimed king, the twenty-second of June 1483, and though he could boast but an indifferent title to the crown, certainly appears to have been, a wise and sagacious monarch in the outset of his reign, when, by the maintenance of a strong naval force and garrisons upon all the coasts, he effectually baffled the attempts of the earl of Richmond, who claimed the crown as the representative by birth and marriage, of the houses of York and Lancaster; and who, at last, finding it impossible to effect a landing, bore away to Dieppe, and having dismissed his fleet, went by land into Bretagne, the duke of which country kindly afforded him protection.

Lulled into security by the earl's apparent abandonment of his enterprise, Richard, with a want of foresight, very inconsistent with his general conduct, dismissed his forces and laid up and unrigged his fleet, so that in 1485 Richmond with a very insignificant fleet, effected a landing, of, some writers say, four, (others, only two thousand men) at Milford Haven, and marched directly into Leicestershire, where, in the famous battle of Bosworth Field, king Richard was slain, having reigned by his usurped title only two years and two months.

CHAP. VI.

Naval History of England during the reigns of Henry VII. *and Henry* VIII.

The long residence of King Henry VII. in Bretagne, while Earl of Richmond, had given him a much better opportunity of acquiring skill and experience in maritime affairs than most of his predecessors, and accordingly we find that during his reign, the marine force in England was in far better condition than it had ever been before. So wisely, indeed, did he provide for the security of the kingdom, that his enemies could never directly set foot in the kingdom; and though he loved peace, he yet studiously kept up such a force as might keep him in constant readiness for war. He seems indeed to have been the first king who thought of raising a naval force sufficient at all times for the service of the state, without the inconvenience of hiring, to which former princes had, on all occasions, been obliged to submit. The ship which this monarch built at the expense of 14,000*l.*, called the Great Harry, was indeed, properly speaking, the first of the royal navy of England, but though this wise monarch thus made every possible precaution against war, his policy induced him to direct the minds of his subjects, as much as possible, to trade; and it was in the course of his attention to commercial affairs, that the king's notice was directed to a celebrated Venetian, Sir John Cabot, who, in his service, first discovered both the continent of America, and that country which is now called Newfoundland.

The king, at his own expense, caused a ship to be equipped at Bristol; to this the merchants of that city, and of London, added three or four small vessels properly fitted out for the expedition. The command of these vessels was given to John Cabot, and letters-patent were granted to him and his three sons, Lewis, Sebastian, and Sanctius, empowering them to discover, conquer, and settle unknown lands, and reserving to the king only one fifth part of the profits arising from such discoveries.

The object Cabot proposed to himself was, a discovery of a north-west passage to the Indies; and, accordingly, he sailed on a north-west course till the 24th of June 1497, when they first discovered land, which Cabot, for that reason, called *Prima Vista*, that is, first seen. He afterwards sailed to Cape Florida, and returned to England with a good cargo, and bringing with him three natives of the new world which he had discovered.

This was certainly the first time the continent of America had been seen, since Christopher Columbus, though he had been, for a long time negociating on the same subject with King Henry, and had, at length, from various cross accidents and discouragements, arising from the king's having other weighty affairs on his hands, entered into the service of Spain, did not visit America till the year following Cabot's discovery. The honour of giving a name, to this vast continent, did not, however, rest with either of these adventurers, but devolved upon one Americus Vespusius, who some time after followed in the track they had first discovered; and from the confused accounts of the writers of his time, has almost despoiled the original discoverers of the glory of their achievement. One thing, however, is certain, that the encouragement and attention which were given during this reign, to navigation and commerce, reflect the highest honour on the memory of King Henry.

Henry VIII. succeeded his father in 1509, and in three years after was induced by the cajolements of Ferdinand of Spain, and the Pope, to make war with France; and in the following year, created Sir Edward Howard, Lord High Admiral of England, who, in that station first conveyed the Marquis of Dorset, and the forces under his command into Spain; and then sailed to the coasts of Bretagne, where he burnt several of the small towns. The French immediately fitted out a great fleet to repulse him; and King Henry sent a reinforcement to the admiral of five and twenty large ships, which were equipped at Portsmouth, under his own eye. Among these, were two very superior vessels, one was called the Regent, commanded by Sir Thomas Knevett, master of the horse to the king, and the other, the Sovereign, by Sir Charles Brandon afterwards Duke of Suffolk. The admiral's fleet now consisted of forty nine sail, and the French had, at the utmost, only thirty nine (some of their writers aver only twenty sail) under the command of Admiral Porsmorguer, a very brave officer. The admiral's own ship was called the Cordelier, and was so large as to be able to carry twelve hundred men, exclusive of mariners. Sir Thomas Knevett, however, in the Regent, a much less ship, attacked and boarded them, and the contest was maintained with equal vigour on both sides, till the two ships took fire, and both the admirals, with sixteen hundred brave men, perished. This accident seems to have struck a panic into both fleets, and they retired without further contest, each claiming the honor of the victory, to which neither probably could make a very clear title.

In the following April Sir Edward Howard again sailed with a fleet of forty two vessels, and having forced the French fleet into the harbour of Brest, and finding it impossible, from their position, to attack them there, he burnt the country all round them, to compel them to come out; but they still lay under cover of their fortifications; having a line also of twenty-four hulks lashed together in their front, which they intended to set on fire, if the English endeavoured to force them to a battle.

The admiral, however, was induced to renounce his purpose for the present, for having received intelligence, that six gallies from the Mediterranean, under the command of Monsieur Pregen, had sheltered in the bay of Conquet, he resolved first to attempt to destroy them; and accordingly sailed thither. Upon reconnoitring the position of the French squadron, however, he found that they lay too far up the bay for his large ships to advance, and were, besides, anchored between two rocks, on each of which stood a strong fort. These obstacles rendered the attempt almost hopeless, but it was Sir Edward's avowed maxim, that a seaman could do no good, who was not resolute to a degree ot madness, and he determined to let no considerations of danger deter him, in this instance, from his object. Accordingly he manned two of his galleys, with his bravest officers and sailors, himself, with Sir Thomas Cheyne, and Sir John Wallop going on board one of them, while the other was commanded by Lord Ferrers, with whom were Sir Henry Sherborne, and Sir William Sidney.

They sailed into the bay with a brisk wind, and Sir Edward with his galley, immediately grappled with the French admiral, and with seventeen of his brave sailors, boarded the enemy; but in the midst of this gallant exploit the galleys, unfortunately, sheered asunder, and the French taking advantage of that circumstance, instantly forced all their assailants, except one seaman, overboard, and all, including the brave admiral, Sir Edward Howard, perished. As a proof of the high spirit and presence of mind of this gallant officer, it is recorded, that at the moment his galley parted from the enemy's, and he beheld the danger that he was exposed to of being overpowered, he took his chain of gold nobles, and his great gold whistle that hung round his neck as ensigns of his high office, and threw them into the sea, that the French might not glory in possessing the spoils of an English admiral.

The death of this heroic officer put an end to the enterprise, for Lord Ferrers, in the other galley, having spent all his shot, and seeing the admiral's vessel part from the enemy, supposed that his commander intended to retire, and therefore made sail out of the bay; and the death of Sir Edward, as soon as it came to be known, so dejected the spirits of the sailors, that the fleet soon after returned home.

Thus, in the flower of his age, perished the noble Sir Edward Howard, who added to every accomplishment of a perfect seaman, the character of a true English gentleman, an able statesman, and a faithful counsellor. He had been rewarded for his services with the title of Admiral of England, Ireland, Wales, Normandy, Gascoigne, and Aquitain for life, and was chosen a knight of the garter, but lost his life before intelligence of this last distinction could reach him.

Sir Edward married Alice, widow to Sir William Parker, knight, and daughter to William Lovel Lord Morley, but left no issue.

Sir Thomas Howard, afterwards Earl of Surrey and duke of Norfolk, succeeded his brother in his high office. This nobleman had already greatly distinguished himself for his determined bravery, in an action with Sir Andrew Breton, or Barton, a Scot. This man under pretence of letters of reprisals against the Portuguese, granted him by James III. late king of Scots, whom his rebellious subjects murdered, had with two vessels, one named the Lion, and the other the Jenny Perwin, infested the English coasts, and seized upon ships of all nations alleging that they carried Portuguese goods. On representation of this being made to the council, the then Earl of Surrey, the father of Sir Edward and Sir Thomas Howard, said, "*The narrow seas should not be so infested, while he had money enough to fit out a ship, or a son capable of commanding one.*" Two ships were accordingly fitted out at the expense as it appears of the Norfolk family, and commanded by the two brothers, but having been some time at sea, they were separated by a storm, and Sir Thomas Howard first encountered alone the Lion, commanded by Sir Andrew Barton, engaged him, and for a long time, success was doubtful; Barton, who was an excellent seaman himself, cheering his determined crew, with his boatswain's whistle, to his last breath, but upon his death they struck their flag. Sir Edward, in the mean time, overtook and captured the other vessel, the Jenny Perwin, and both these ships, with all that were left alive of their crews, in number one hundred and fifty, were brought in triumph into the river Thames, the 2nd of August 1511. The men were for some time kept prisoners, at the Archbishop of York's palace, now called Whitehall, but were afterwards sent into Scotland.

The King of Scots took umbrage at this affair, and sent ambassadors to King Henry, to demand satisfaction, to which the latter answered, "that punishing pirates, was never held a breach of peace, among princes." The Scots, however, did not forget the affront, as they conceived it, and in 1513, while King Henry was engaged with his army, in Picardy, King James IV. of Scotland, seized the opportunity to invade England, which he imagined was left defenceless. The Earl of Surrey, however, quickly marched to meet him, and Sir Thomas Howard, his son, landed five thousand veterans, and joined his father, sending word by the herald whom his father despatched to offer the Scots king battle, that he (Sir Thomas) was come in person to answer for the death of Sir Andrew Barton. This defiance brought on the famous battle of Flodden-field, in which King James, with all the flower of his nobility, were slain, and in which Sir Thomas Howard, who commanded the van-guard, distinguished himself as much by his courage and conduct as he had before done at sea. In 1522, on the breaking out of another French war, Sir Thomas received a commission from the Emperor, Charles V., the ally of King Henry, to be admiral over his navy, (which consisted of one hundred and eighty large ships) as well as over the English fleet, and with this united force the admiral sailed to the coast of Normandy, and wasted and destroyed the country; then, sailing to the coast of Bretagne, he landed a large body of troops, with which he took the town of Morlaix, and opened a passage for the English army into Champagne and Picardy. He then despatched Sir William Fitz-William, the Vice-admiral, with a strong squadron, to scour the seas, and returning himself to Southampton, received the Emperor Charles on board his own ship, and conveyed him safely to the port of St. Andero, in Biscay.

After all these and numerous other services, having, upon the death of his father, succeeded him as lord-treasurer, and been appointed ambassador to the French king, and having, in every capacity through his active life, proved himself a faithful lover of his country, and a diligent servant to the crown, the king was, in the close of his reign, persuaded that Sir Thomas, then Duke of Norfolk, and his son Henry, Earl of Surrey, (the most amiable and accomplished nobleman of his time) were in a plot to seize upon the government. They were attainted upon bare suspicion,—the Earl of Surrey lost his head in his father's presence, and a warrant was signed for the duke's execution; but he was saved by the king's death, and survived his successor, Edward VI., dying in the first year of Queen Mary, at the age of sixty-six, when his attainder was repealed, and the record of it erased. His successor in the office of Lord-high-admiral, was Sir William Fitz-William, afterwards Earl of Southampton, who had previously greatly distinguished himself for bravery and good conduct, and had filled the office of vice-admiral under the brave Earl of Surrey. By his great skill in maritime affairs, he fully deserved the confidence of his royal master, who rewarded his loyalty and bravery by creating him chancellor of the duchy of Lancaster, treasurer of the household, and knight of the order of the garter, and eventually created him Earl of Southampton, and Lord-privy-seal.

On the breaking out of a war with Scotland, though his constitution was worn out with continued fatigues, this brave officer would not remain in idleness, but with a body of horse and foot, joined the royal army, and led the van; but his heroic spirit could not sustain the exhausted body, he breathed his last at Newcastle, and his general and old companion in arms, Thomas, Duke of Norfolk, as a mark of the respect due to his memory, ordered his banner to be carried in the front of the army during the rest of the expedition.

The other admirals in King Henry's reign, were John Lord Russel, and the Viscount Lisle, afterwards Duke of Northumberland; but their naval achievements contain little worthy of note.

Great encouragement was given during this reign, which lasted almost thirty-eight years, to science in general; but particularly to the arts of navigation and commerce, encouraging particularly voyages of discovery. In 1527, the king, upon the representation of Mr. Robert Thorne, a merchant of Bristol, manned and equipped two ships for the discovery of a north-west passage, an enterprize which even now, at the distance of three centuries, still occupies our adventurous seamen. It need scarcely be observed that the attempt failed. The particulars are but imperfectly recorded; but it appears one of the ships employed was lost, and that the principal mover of the enterprize, Mr. Hoare lived to be afterwards Mayor of Bristol, and died in a good old age.

In 1530, another expedition was undertaken, by Mr. William Hawkins, of Plymouth, one of the ablest seamen of his time, in a ship fitted out at his own expence, and called the Paul of Plymouth. It was of two hundred and fifty tons burthen, and made three successful voyages to the coast of Brasil, touching also on the coast of Guinea, where he traded for slaves, gold, and elephants teeth. A more splendid but less successful expedition was afterwards (1536) undertaken by Mr. Hore, a merchant of London, who, with no less than thirty gentlemen of birth and fortune, embarked in two vessels, the one called the Trinity, of one hundred and forty tons, the other, of less burthen, called the Minion. They sailed from Gravesend with one hundred and twenty persons on board, and encountered nothing very remarkable till they arrived on the coast of Newfoundland, where, however, in their rage for discovery, they imprudently remained so long that their stock of provisions were exhausted, and they were driven to such extremities for want of food, in that barren and inhospitable climate, that some of them were actually killed while on shore, and eaten by their famished companions. At this critical period, when hope had almost deserted the survivors, a French ship, well furnished with provisions, arrived on the coast, of which the English took possession, and returned to England, though in such a miserable condition, from the hardships they had suffered, (though they were not out above seven months) that their nearest friends could scarcely be persuaded of their identity; and it is said that Sir William and Lady Butts could not recognize their own son, (who was one of the adventurers) but by a remarkable wart on his knee.

The poor Frenchmen who remained behind, arrived some months after in England, and represented the wrong they had received, which, indeed, nothing but the exigency of the case could excuse; and King Henry, having learnt all the particulars, generously recompensed the Frenchmen out of his own treasury, and promoted several of the English adventurers, who had returned from this disastrous expedition.

It is impossible, in the limits of such a work as this, to enumerate all the individual acts, by which this certainly wise and powerful monarch advanced the maritime glory and interest of this kingdom. With the evils of other parts of his political conduct, or his private character, which are but too well known, we have here no concern; but it must ever reflect the highest honour on his memory, that he laid the foundation and settled the constitution of the royal navy, as it now stands, being the first monarch who had a navy-office, commissioners, &c., and who also fixed salaries for his officers and seamen, and thus, rendered the sea-service a regular and distinct profession, and secured, up to the present day, a constant series of experienced officers.

To him, also, we are indebted for the two royal dock-yards of Deptford and Woolwich, which have, by a modern writer, been happily denominated "The cradles of Britain's naval power:" and he also founded at Deptford, the noble and useful marine guild, or fraternity of the Trinity. The lesser acts of foresight, in fortifying his kingdom, and facilitating inland navigation, would fill a volume, we therefore pass on to the reign of his sucessor, Edward VI., who was only ten years old when he ascended the throne, at the death of his father, (A. D. 1547) the Earl of Hertford, uncle to the young king, being appointed PROTECTOR, during the minority of the latter, which was soon followed by several promotions, as manifestations of the Protector's power; in particular his brother, Sir Thomas Seymour, was created Baron of Sudley, and raised to the dignity of Lord-high-admiral.

One of the first acts that distinguished this administration, was a declaration of war against Scotland, which was then distracted by factions, and governed by James Hamilton, earl of Arran, as Protector, during the minority of Mary Queen of Scots. This war was undertaken on the part of the English government, with a view of compelling Mary to accept the hand of the young king, Edward, and thus uniting the interests of the two nations. The earl of Arran being entirely in the French interest, opposed this; and the Protector, Somerset, with an army of ten thousand foot, six thousand horse, and a large train of artillery, accordingly proceeded to the north by land, while a fleet of sixty-five sail, provided by the Lord-high-admiral, and commanded by Lord Clinton, as Admiral of the north sea, and Sir William Woodhouse, Vice-admiral, arrived at Leith about the same time as the land forces reached that place.

Anxious to prevent blood-shed, the Duke of Somerset sent the most amicable proposals to the Scots governor, shewing how much the match proposed would advantage both nations; but Hamilton, infatuated to the French interest, concealed these proposals from all but his immediate confidants, and told the rest of the nobility, that the Protector's letter breathed only defiance and threatenings.

This conduct gave rise to the memorable engagement, called, by English historians, the battle of Musselburgh; but by the Scots writers, the battle of Pinky, in which the latter, notwithstanding the superior force of their army, acted with so much rashness in choosing their ground, exposing themselves to the galling fire of the English fleet, and neglecting all proper precautions, that they were totally routed, losing all the flower of their nobility, of whom eight hundred noblemen and gentlemen were taken prisoners, and leaving fourteen thousand of their brave soldiers dead on the field.

The Protector, Somerset, then burnt Leith, and returned home in triumph, leaving Lord Clinton, with his fleet, with a design totally to extirpate the naval power of the Scots. In pursuance of this scheme, Admiral Clinton burnt and destroyed all the sea-ports, with the small craft that lay therein; and searched every creek and river with such diligence, that he left not one vessel of any force or burthen in the kingdom.

In the next year the Lord-high-admiral himself, with a large fleet, made two descents upon the Scotch coasts, with a view of preventing their repairing the mischief which had been done to their shipping and harbours; but the Scottish queen having escaped into France, and great succours having arrived from thence in Scotland, they were enabled successfully to repulse the English, who, two years after, were compelled to conclude a peace with that nation.

An unnatural and fatal quarrel, which arose between the Lord-high-admiral and his brother, the Protector, in this year, 1548, gave rise to great neglect in the administration, and consequent misfortunes to the nation. The Lord-high-admiral was charged with treason,—with a design of seizing the king's person, and of marrying the Princess Elizabeth, and thus setting up a claim to the crown.

On these charges, (whether well or ill-founded it is now scarcely possible to judge,) he was attainted by parliament without a trial, and the warrant signed for his execution by his brother, the Protector, with the other lords of the council.

The French, as usual, (under Henry II., an enterprising and spirited young prince) took advantage of the dissensions of the English, and their being engaged in a war with Scotland, to make their own advantage, and accordingly seized on Boulogne, pretending that it was only mortgaged to Henry VII. for a certain sum of money, which had been tendered more than once in vain, by their late king, Francis I.; and therefore they had a right to use any means in their power to regain it. At this time war was not declared between the nations; but soon after the French made another attempt upon the islands of Jersey and Guernsey, with a strong squadron of men of war, and a large body of troops. Commodore Winter, a brave English officer, immediately sailed to the relief of the islands, with a small squadron, and about eight hundred men, as a reinforcement, on board of transports. He found the ports blocked up, and the French infinitely superior in strength and numbers: yet he instantly attacked them with such vigour, that after killing near a thousand men, he compelled the remainder to flee in some light vessels which they seized upon, leaving behind all their ships of force, which the commodore burnt and destroyed.

Notwithstanding this, and though the French were most unjustifiably the aggressors, a treaty, not very honourable or satisfactory to the British nation, was soon after entered into, by which Boulogne was entirely given up to France for a certain sum of money, and a much closer intercourse than usual subsisted between the two nations, till towards the close of King Edward's reign. (1553,) when the French renewed their piratical practices, so that the English merchants complained to the court of having suffered losses to the amount of fifty thousand pounds, in a few months. Every thing, therefore, tended to a rupture between the two rival powers at the king's decease, which happened in the seventh year of his reign, and the sixteenth of his age, leaving sufficient evidence in his own diary, that had he lived to a mature age, he would have been as jealous of our naval reputation, and as careful of maritime affairs as his great predecessor. As it was, he did all that his own inexperience and the unhappy distractions arising from the ambition of his ministers, would allow, to advance the interests of commerce and navigation.

In the very beginning of King Edward's reign, Sebastian Cabot, the son of Sir John Cabot, of whom we have before spoken as the discoverer of America, was presented to the king by the Lord-protector, Somerset, and received from the monarch the highest marks of favor and encouragement.

Sebastian Cabot had attended his father in the memorable voyages of the latter, and had since gained considerable experience in the service of Spain, to which country he had retired in the eighth year of King Henry VIII. in consequence of the conduct of Sir Thomas Pert, then vice-admiral of England, who had entered with him into an expedition in search of a north-wert passage, but had subverted the whole design by his fear and faint-heartedness. This induced Cabot to go over to Spain, where he was treated with great respect, being appointed pilot-major and entrusted, by his office, with the review and decision of all projects of discovery for that nation; and according to the Spanish historian, Herrera, he sailed on an expedition, fitted out by some rich merchants, with a view of making a voyage by the new-found passage of the straits of Magellan to the Moluccos, but failed in his principal object, partly from a disagreement with some of his officers, who censured his management, and three of whom, Martin Mendez his vice-admiral, Captains Francis de Rojas and Michael de Rodas, he set ashore on a desolate island, and partly because he had not sufficient provisions, nor would his men sail under him, as doubting his safe conduct of the vessel in the Straits. He, therefore, sailed up the river Parana, or Plate, and anchored at an island which he called St. Gabriel. Afterwards he brought up his vessels into a safe harbour in the river San Salvador, or St. Saviour, where he unloaded them, built a fort, and left some men in it, and then resolved to proceed up the river in the boats and a flat-bottomed caravel.

Thirty leagues further, he came to another river, called Zarcarana, and finding the natives there a rational well-disposed people, he built another fort, calling it "Santus Spiritus," or, of the Holy Spirit, but his followers named it Cabot's Fort.

From thence he could discern the shores of the Parana or Plate, and keeping along its course, discovered many islands and rivers, till, at the end of two hundred leagues, he came to the river which the Indians called Paraguay: and running up it thirty-four leagues, he found people tilling the ground, which, in that part of the world, he had not met with before.

Here the Indians, however, opposed his farther progress; and after killing many of them, and losing twenty-eight of his Spaniards, (twenty-five of whom were slain, and the other three taken prisoners by the Indians, while they were gathering palmetos to eat) Cabot was compelled to return to his fort.

In the spring of the year, 1531, Cabot returned to Spain, after having spent five years in America, but was coldly received, having disappointed his employers in not sailing to the Moluccas or Spice Islands, and having raised himself many enemies, by his severity to the Spanish mutineers. This reception seems to have influenced his departure to England, which is supposed to have occurred about the twenty-fourth year of King Henry VIII. when he settled at Bristol.

By King Edward he was, as we have already mentioned, highly esteemed and favored: the young monarch, being much better versed in maritime affairs, than, from his tender years, could have been expected, took much pleasure in Cabot's conversation; and a new office was erected in his favor, equivalent to that which he had enjoyed in Spain, together with a pension of one hundred and sixty-six pounds, thirteen shillings, and fourpence, in those days no inconsiderable sum. In the year 1552, we find that Sebastian Cabot was governor of the Company of Merchant-adventurers, and was principal promoter of the unfortunate expedition of Sir Hugh Willoughby into the northern seas, which produced since, the important trade to Archangel.

It had always been Cabot's settled opinion, that there were straits near the north-pole, answering to those of Magellan; and accordingly, in the year 1552, a joint stock was formed by Cabot and some principal merchants, to which any one was free to contribute at twenty-five pounds a share. The sum raised was six thousand pounds, and the money was so well managed that three ships were built, one of which (the admiral's) was sheathed with lead, to preserve her from worms; and by the beginning of May, 1553, the expedition was ready to sail.

The admiral's (Sir Hugh Willoughby's) ship was called the Bona-Esperanza, of one hundred and twenty tons; the second, the Edward Bonaventure, of one hundred and sixty tons, commanded by Capt. Richard Chancellor; and the third the Bona Confidentia, of ninety tons, Cornelius Durfwith, master.

In the beginning of the month of August, the admiral lost sight of Capt. Chancellor, and about the same time first discovered Greenland, though the Dutch have since endeavored to deprive our country of that honour.

The utmost progress of Sir Hugh appears to have been to seventy-two degrees of north latitude; when, finding the weather intensely cold, the year also being far advanced, and his ships unable to keep the sea, he put into the haven of Arzina, in Lapland, and made the best provision he could to pass the winter. In January 1554, it appears Sir Hugh and most of his company were alive, a will, bearing that date, having been found in his ship. The original journal of Sir Hugh was also discovered, with the bodies of our unfortunate countrymen, which were found the next summer by some Russian fishermen, on the coast; from which it appears they all perished miserably, from the inclemency of the climate.

Captain Chancellor fortunately escaped the fate of his companions, having entered the river St. Nicholas, where he was hospitably received; and gained access to John Basilowitz, then great Duke of Muscovy, which first gained us a footing in that country.

Sebastian Cabot, the chief promoter and director of this expedition, survived to the advanced age of nearly four-score, and died, leaving behind him the character of being unquestionably the greatest man the age had produced, both for capacity, industry, and courage in his profession. We must not forget to mention, that it was Sebastian Cabot who first observed the variation of the compass, of such magnitude in navigation, and which has occupied the labours and enquiries of the learned ever since.

* * *

CHAP. VII.

The Naval History of England, during the reigns of Queen Mary and Queen Elizabeth.

During the last sickness of King Edward he was prevailed on, by those about him, to set aside the right of his sisters, Mary and Elizabeth, and settle the crown on his cousin, Lady Jane Grey, who had a short time before married Lord Guildford Dudley, son to the great Duke of Northumberland; and she was accordingly proclaimed Queen of England, two days after the king's death, (A. D. 1553.) One of the principal precautions taken by the Duke of Northumberland and his party, to secure the success of this measure, proved, however, the ruin of it. To prevent the escape of the Lady Mary, as he styled her, the duke dispatched a squadron of six ships, with orders to lie before the port of Yarmouth; but they no sooner made their appearance than Sir Henry Jernigan went off in an open boat to them, and by persuasion and representation, prevailed on the seamen to declare for Queen Mary; and the Lord-warden of the cinque ports, at the same time proclaiming her queen in Kent, turned the tide so strongly in her favour, that, on the 19th of the same month, she was proclaimed queen in London, and the unfortunate Lady Jane became her prisoner.

The commencement of Mary's reign was distinguished by much more temper and moderation than she afterwards evinced; but all her good qualities were sullied, and soon totally obscured, by her bigotry to the Romish religion, in which she had been educated; and the obstinacy with which she persisted in marrying Prince Philip of Spain, contrary to the inclinations of her subjects.

The arrival of the ambassadors, whom the Emperor Charles V., the father of Philip, sent to conclude this match, was the cause of a rebellion, which, in the onset, threatened the queen's safety; but was at length suppressed, and its leader, Sir Thomas Wyat, brought to the block. Yet, notwithstanding the general expressions of discontent, the queen persisted in the marriage, and caused a fleet of twenty-eight sail to be equipped, the command of which she gave to Lord William Howard, whom she had before created Baron of Effingham, and Lord-high-admiral, and who was now invested with the additional dignities of lieutenant-general, and commander-in-chief of her royal army. This fleet was designed to escort Prince Philip, though it was sent out under pretext of guarding the coast; and indeed the former purpose seems to have been very needless, the Spanish force which accompanied the prince amounting to no less than one hundred and sixty sail, with which he proudly entered the narrow seas, his admiral carrying the Spanish flag in his main-top. The gallant English admiral, Lord Howard, of Effingham, instantly resented this insult to Britain's naval superiority, and saluted the Spaniard with a shot, compelling him to haul down his colours, before he would make his compliments to the prince; thus giving a proof of true British spirit, which entitles him to the everlasting admiration of his country.

By the articles of the queen's marriage it was stipulated, that England should not be obliged to take any part with Spain, in case of dissensions between that country and France; yet, when King Philip (who had, on the abdication of his father, the Emperor Charles, succeeded to the throne of Spain,) thought fit to break with the French King, Henry II., the queen and her council were easily persuaded to overlook that article, and engage in a war, contrary to the interest of England, both against France and Scotland.

The Scots, assisted and advised by the French, fitted out a great numer of privateers; and thus, greatly annoyed the British trade, and par-cularly alarmed those connected with the Iceland trade, which was then ery considerable. To protect the Iceland fleet, therefore, and punish e Scots, Sir John Clere, Vice-admiral of England, was sent out with a eet of twelve sail; but making a descent upon the island of Pomona, one f the Orkneys, the Scots defeated him with great loss; and in attempting regain his ship, the boat in which he fled upset, and the admiral, with any others, was drowned.

In the next year, (A. D. 1558) the English lost Calais, which was ken by the Duke of Guise, after eight days siege; the Lord Wentworth, ho commanded it, having only one hundred men in the garrison. This as the last of the English possessions in France, and had been in their ossession two hundred and ten years, having cost our Edward III., eleven onths siege before he could make himself master of it.

The news of this loss struck the queen with despair; but the council, ither that they considered the vast expence of keeping up the strength nd fortifications of the place was more than equivalent to the honour de-ived from its possession, or that they were willing to magnify to King hilip the injury he had done the English nation, in engaging it in war, rote in such a dejected strain, when he proposed an attempt to retake , that it was altogether abandoned.

The war, however, still continued to rage between the French and paniards; and the French army attacking Count Egmont, near Gra-elines, an English squadron, then cruizing in the narrow seas, heard e noise of the artillery, and, having the wind in their favour, approached lose to the field of battle, and bringing their guns to bear upon the right ing of the French army, they quickly routed them, and forced a great umber to fly to the English ships for quarter.

Soon after this battle, which was fought on the 3rd of July, 1558, ord Clinton, then Lord-high-admiral of England, sailed with a strong eet, and being joined by thirty Spanish ships, he projected an attempt take Brest; but on his arrival he found the whole coast up in arms to eceive him, and was therefore compelled to abandon the enterprize and eturn home.

This, added to her other troubles, had so great an effect on the queen, ho was already worn out with disease, that she expired the 17th of No-ember, in the same year.

But little was done in this reign towards the advancement of commerce r navigation, with the exception of the Russia, or, as it was then called, he Muscovy Company, which was established by charter, on the broadest and most liberal basis. The first ambassador from Russia was received by Philip and Mary, 25th of March, 1557.

Very few attempts at discovery were made during this turbulent time. Captain Richard Chancellor, who had in the preceding reign, happily began an intercourse with Russia, made two other voyages to that country; but was unhappily lost, returning from the last, on the coast of Scotland, in the latter end of the year 1556. In the following year, Captain Anthony Jenkinson was sent by the Russia Company, who, with great danger and difficulty, penetrated into Bucharia, having traversed the countries bordering the Caspian sea, and by this means established the Persian trade, by the way of Muscovy.

Another expedition was fitted out, commanded by Stephen Burroughs, to prosecute the attempt in which Sir Hugh Willoughby had failed, to find a passage, by the north, to the East Indies; but this also proved abortive.

The first act of Queen Elizabeth's reign, (who succeeded to the crown on her sister's death) was the assertion of her independency of all foreign powers.

On the 21st of November, three days only after her accession, she sent orders to Vice-admiral Malyn, to draw together as many ships as he could, for the defence of the narrow seas; and provision was also made for the security of Dover, Portsmouth, and the Isle of Wight; but while thus providing against the probable effects of war, the queen did not neglect the means of procuring peace; and accordingly, early in the next year, (1559) a treaty was concluded with the French, which however they, as usual, were the first to violate, by sending over great forces into Scotland, intending to extirpate the Protestant religion, and make themselves masters of the government. The nobility of Scotland immediately applied to Queen Elizabeth, and the fleet, under the command of Admiral Winter, was sent to their assistance; which, sailing up the Frith of Forth, blocked up Leith by sea, while the army of the Scots lords, and their English auxiliaries, under the command of Lord Grey, besieged it by land, which, in a very short period, forced the French to capitulate, and totally abandon their design.

Queen Elizabeth was now left at liberty, to devote her whole attention to the domestic concerns of her own kingdom, and, accordingly the navy became the object of her most immediate care. She raised the wages of her seamen, and the salaries of the naval officers; encouraged her subjects, by every means in her power, to vie with each other in repairing ports and harbours, and in building vessels fit for war and commerce. She also built a fort, called Upnore castle, for the protection of her fleet when they lay in the river Medway; and, from the skill and activity which she constantly displayed in all that related to the maritime affairs of the kingdom, and the respect which her proceedings inspired in foreign powers, fully merited the glorious title which was bestowed upon her, of "*Restorer of Britain's Naval Power, and Sovereign of the Northern Seas.*

The French Protestants, who were suffering the most dreadful oppression in their own country, now sued to the queen for assistance, and offered to put the port of Havre de Grace, then called Newhaven, into her hands; and, accordingly, Ambrose Dudley, Earl of Warwick, took possession of it September 1562. The French court now declared all English ships lawful prizes, so long as the queen should keep possession of this port, and Elizabeth, in return, issued a similar proclamation, and great numbers of privateers were instantly fitted out from the English ports, and from Newhaven, and made enormous spoils. One person alone, (Francis Clarke) having equipped three frigates at his own expence, they brought into Havre de Grace, in a cruize of six weeks, prizes to the amount of fifty thousand pounds. The queen however, was obliged to restrain this privateering spirit, under the colour of which many acts of piracy had been committed; and in July of the same year, a small squadron of ships under Sir William Woodhouse, Vice-Admiral, were sent out to clear the narrow seas of pirates, as well as to afford assistance to the distressed French protestants, whenever an opportunity offered. One of these vessels, a small bark, named the Nore, having on board Sir John Portinarie, a famous engineer, was attacked by a French ship, of upwards of ninety tons; which the Nore notwithstanding took, and carried in with her to Newhaven.

From the first accession of queen Elizabeth to the throne, Philip II. of Spain, had acted very treacherously towards her, seizing every occasion, even while he pretended to be her friend, of injuring and molesting the English commerce; but the queen's prudence and steadiness, rendered all his schemes abortive, and, eventually, left him no room to hope that he could ever succeed in the projects he had formed for assuming the absolute dominion of Europe, unless he could first accomplish the ruin of England. He therefore set about compassing this point, and under colour of religion, and with the assistance of the Pope, he continued to unite all the Catholic princes, and states, even to the Republics in Germany, against the protestant queen. His next step was to encourage the popish faction in England, and enable them as much as possible to perplex and harass the queen, insomuch that her life was in danger, from their machinations: but his grand point and that which he had most at heart was the secretly providing such a maritime force, and such an army as should enable him to overwhelm England at once, whenever he should think the time ripe to carry his plans into execution.

The queen's penetration, and the quick intelligence and extended means of information which her ministers had established, enabled her from the first to comprehend the wily Spaniard's intention, so that during the whole of the time that they were preparing, for the invasion of this country, the queen, without ever appearing intimidated, or relaxing from her attention to commerce, or the other interests of her people, was occupied in taking measures to defeat the danger that theatened them; and accordingly we find frequent instructions for viewing fortifications, enquiry into the state of the militia, and computing the number of able men, throughout all England. By an ancient M. S. it appears that in 1575, there were computed to be one hundred and eighty-two thousand nine hundred and twenty-nine serviceable men, of whom there were armed, sixty-two thousand four hundred and sixty-two, independent of two thousand five hundred and sixty-six light horse.

In 1587, the queen, to retard the invasion, or if practicable, to defeat it, despatched Sir Francis Drake, with a stout fleet, to Cadiz, who completely fulfilled his instructions, burning and destroying upwards of a hundred vessels, which lay in the harbour; all of which were laden with ammunition or provisions, and also forced six gallies, which were stationed for the defence of the port, to shelter themselves under the cannon of the castles. He then sailed to Cape St. Vincent, where he destroyed the forts, and all the small craft. At the mouth of the Jago he found the Marquis de la Cruz, laying with a strong squadron of Spanish ships, and immediately challenged him to battle; but the Marquis chose rather to suffer Sir Francis to burn and destroy all the coast, than act without his master's orders.

The English admiral therefore, who from the position of the Spaniards could not compel them to an engagement, steered for the Azores, where he took several large Spanish ships, homeward bound from the East Indies, and valuably laden; so that the Spanish invasion was put a stop to for this year; but in the spring of the next, 1580, the fleet which was named, *par excellence*, the Armada, was considered complete, and ordered by king Philip to rendezvous at Lisbon, in order to proceed from thence to England. Vaunting himself on the supposed invincibility of this extraordinary armament, Philip caused a very accurate account of it to be published in Latin, and all the European languages, except English. In this curious document the fleet was styled *La felicissima Armada*, The most Happy

Armada, and is stated to consist of one hundred and thirty ships, carrying in the whole fifty-seven thousand eight hundred and sixty-eight tons, and having on board eighty thousand four hundred and fifty mariners, nineteen thousand two hundred and ninety-five soldiers, two thousand and eighty-eight slaves, and two thousand six hundred and thirty pieces of cannon. There was also a large quantity of arms on board for those who should join them on landing, and they were accompanied by one hundred and twenty-four volunteers of quality, and about one hundred and ninety monks of different orders.

The Duke of Medina Sidonia was appointed to the command of this vast expedition; but the chief direction devolved on Don Martinez Ricalde, an old experienced officer, by whom the admiral was entirely governed.

To meet this stupendous force, the English fleet, under Charles Lord Howard of Effingham, Lord-high-admiral, with Sir Francis Drake, as his Vice-admiral, was ordered to lie off the western coast to receive the enemy; while Lord Henry Seymour, in conjunction with Count Nassau and the Dutch fleet, who had espoused the cause of the queen, cruized on the coast of Flanders, to prevent the Prince of Parma, with his army, joining the Armada.

The King of Denmark, likewise, though he did not actively embark in the cause of England, at the queen's request, laid an embargo on a strong squadron of ships which had been fitted out there for the service of King Philip; and James VI. of Scotland, also, steadily espoused the interest of the queen.

Of her prudent care in fortifying her dominions we have already spoken.

Full of the most sanguine hopes, and puffed up with all the pomp and pride inspired by such a vast undertaking, the *Invincible* Armada sailed from Lisbon, on the first of June, 1568, with instructions to repair to the road of Calais, there to take on board the Prince of Parma and his forces; but in doubling the North Cape the fleet was separated by bad weather, and the admiral was obliged to sail to the Groyne, there to re-assemble his ships, and consult on future measures.

Their orders had been to keep close along the French coast, and, if they encountered the English fleet, to avoid fighting if possible; but here they had intelligence that the English fleet, imagining they had laid aside their purpose, had put into Plymouth. It was, therefore, at last resolved in council, on board the Spanish admiral, though contrary to the general tenor of their orders from the king, that they should make an attempt to burn the English fleet in the harbour, and, but for an unforeseen accident, they would certainly have accomplished their design.

So confident were the English that the Spaniards had, from the lateness of the season, and the late tremendous weather, given up their design, that their ships were already laid up in harbour, and most of their seamen discharged. The Spaniards, however, on their first approach to the coast, mistook the Lizard's-point for the Ram's-head, near Plymouth, and night being near they stood off to sea till the morning. In the interim they were descried by a Scots' pirate, one Captain Fleming, who immediately bore away for Plymouth, and gave the Lord-high-admiral notice, who, as soon as possible, (though with great difficulty, the wind blowing directly into Plymouth sound) got out to sea, and the next day, being the 20th of July, discovered the Armada sailing slowly up the channel, drawn up in a half moon, its wings being nearly seven miles asunder. The English admiral suffered them to pass by him without molestation; but then, having the advantage of the wind, he attacked them in their rear, and soon threw them into great disorder. Nothing decisive, however, was then achieved, as the English fleet had only in part come up, and the admiral was forced to lay to for them.

At night a Spanish ship was seen on fire. It afterwards appeared that a Dutch gunner on board had been ill-treated by the Spanish officers, and in revenge set the vessel on fire. With great difficulty the flames were extinguished, and the money that was on board was transferred to a galleon, commanded by Don Pedro de Valdez, which vessel soon after sprung her fore-mast, and the night being very dark, in this disabled state she fell into the hands of Sir Francis Drake, who gave up all the money on board to be plundered by his men, and sent the commander into Dartmouth. On the 23rd, another partial engagement took place, which demonstrated to the Spaniards, that the enormous size of their vessels was a disadvantage to them, their shot flying over the heads of the English while every ball of their's took effect.

During the 24th there was nothing done, the English being short of ammunition; but a supply arriving, the admiral resolved to attack the Spaniards in the night, and accordingly divided his force into four squadrons, the first commanded by himself, the second by Sir Francis Drake, the third by Admiral Hawkins, and the fourth by Captain Forbisher; but this arrangement was all rendered useless by a dead calm coming on.

The next day one of the Spanish ships was captured, and on the following, the 26th, the admiral resolved to let them enter the straits of

Dover, where Lord Henry Seymour, and Sir William Winter, with a strong squadron were ready to give them a warm reception.

The wind being in their favour, the Spanish fleet continued its course up the channel, the English force following close in its rear.

The whole English nation were now on the alert to receive their enemies, and every man of quality, of fortune, was ambitious of distinguishing himself for his zeal and loyalty. The Earls of Cumberland, Northumberland, and Oxford, Sir Walter Raleigh, Sir Thomas Vavasor, Sir Robert and Sir Thomas Cecil, and many others, fitted out vessels at their own expence, with which they went in person to join the admiral. Others contributed, to the utmost of their power, to the general stock of ammunition and provisions, and the common people, not excepting even the Roman Catholics, whom the Spaniards expected to find in arms for their cause, were all eager to assist in repelling the invaders, by serving as private soldiers.

The queen had now three armies organized for the defence of her kingdom. The first, consisting of twenty thousand men, were stationed along the south coast; another of twenty-two thousand foot and a thousand horse, were encamped near Tilbury, and were under the command of the Earl of Leicester; and the third, which was appointed for the guard of the queen's person, and was commanded by her near relation, Lord Hunsdon, a brave and active nobleman, consisted of thirty-four thousand foot, and two thousand horse, all picked resolute men.

On the 27th of July, (which was a week from their first encounter) the Spanish fleet anchored off Calais, still followed and galled severely by the English admiral, who had now nearly a hundred and forty ships under his command.

The following day he discovered that the Spaniards had so arranged their ships, that it would be impossible to attack them to advantage, or throw them into disorder; he, therefore, adopted a plan which had been before contemplated, in case the enemy should have sailed into the Thames. He caused eight large barks to be converted into fire-ships filled with all sorts of combustibles, and sent them, under the command of Captains Prowse and Young, into the midst of the Spanish fleet at midnight. They speedily began to blaze, and the Spaniards, in consternation, separated in all directions, each ensuring their own safety by taking a different course.

On the 29th, a large galliasse was discovered on shore, which the English plundered and destroyed. The Spaniards, however, again rendezvoused near Gravelines; but being still pursued by the English fleet, which kept unforeseen accident, they would certainly ha[illegible] attempt to design. [illegible] drove them

So confident were the English that the Sp[illegible] in great danger of the season, and the late tremendous w[illegible] they got safely off, and that their ships were already laid up [illegible] it was resolved that the seamen discharged. The Spaniards [illegible] return to Spain, and they the coast, mistook the Lizard's p[illegible] ast, going however north abo[illegible] and night being near they sto[illegible] terim they were descried b[illegible] to procure supplies of provision and wat[illegible] immediately bore away [illegible] place was guarded by the vigilance of Kin[illegible] notice, who, as soon [illegible] consequence, those who were able, making in all abo[illegible] blowing directly in[illegible] the duke of Medina Sidonia being on board one of being the 20th [illegible] horses and mules overboard, and bore away directly channel, dr[illegible] The rest, about forty sail, attempted to reach asunder. [illegible] Biscay. [illegible] coast of Ireland; but a dreadful tempest, which arose on the molest[illegible] of September, caused such dreadful havock among them, that upwards of a thousand men perished, and more than thirty ships were driven on shore on the Irish coast. Several large vessels, also, were wrecked on the coast of Argyleshire, and among the western isles of Scotland. Some were forced into the English channel again, and were taken, part by the English, and the others by the inhabitants of Rochelle, so that of all this mighty fleet, which had been three years in preparation, and which consisted of no less than one hundred and thirty ships, there returned only about fifty-four; and of the unfortunate people who had embarked with such sanguine hopes, there perished upwards of twenty thousand. So great indeed was the loss, that to hide it, the king published a proclamation forbidding the people to wear mourning.

King Philip is represented by some historians, to have received the intelligence of these disasters with great fortitude; but other accounts say, that he was so far from being calm and resigned on the occasion, that he said after mass, that he would spend all the wealth of Spain, even to the candlesticks of the altar, rather than not be revenged of the English.

The conductor of this enterprise, the Duke of Medina Sidonia, escaped punishment, it is said, through the intercession of his wife; but Don Diego Flores de Valdez, to whose persuasions it was chiefly owing that the king's instructions were disobeyed, was arrested as soon as he landed, and perished, secretly, in the castle of St. Andero.

It would be needless to speak of the joy which this deliverance occasioned through all England; but it would be unjust to the memory of the brave men, who so gloriously distinguished themselves on this occasion.

to observe the great inferiority of the English force to the enemy, they so successfully combated. This will be sufficiently shewn following list, which has been given as a correct statement of zabeth's navy at this period:

r belonging to her Majesty	17
or this service by her Majesty	12
tore Ships	6
d by the City of London, being double the number the queen demanded, and all well furnished with ammunition and provision	16
Tenders and Store Ships	4
Furnished by the City of Bristol, large and strong ships	3
A Tender	1
From Barnstaple, Merchant Ships, converted into Frigates	3
From Exeter	2
A Stout Pinnace	1
From Plymouth, every way equal to the Queen's men of war	7
A Fly-boat	1
Under the command of Lord Henry Seymour, in the narrow seas, the Queen's Ships	16
Ships fitted out at the expence of the nobility, gentry, and commoners of England	43
Ditto, by the Merchant-adventurers, prime ships, and excellently well furnished	10
Sir William Winters' Pinnace	1
	143

All the officers behaved most gallantly, and many were knighted for their zeal and ability, among whom we find the names of Lord Thomas Howard, Lord Sheffield, Roger Townsend, Admiral Hawkins, and Captain Martin Forbisher.

Not entirely discouraged by this failure, the Spaniards, in the following year, 1587, it appeared, meditated a second attempt to invade England; and the queen, like a wise politician, immediately determined to cut them out work enough to employ them at home. Her majesty, therefore, partly at her own charge, and partly at the expence of private persons, fitted out an expedition, to assist Don Antonia to recover his kingdom of Portugal from the Spaniards.

Sir Francis Drake and Sir John Norris, who, with their friends, ac-ventured fifty thousand pounds, were joint commanders of this armament, The queen furnished six men of war, and sixty thousand pounds, and the rest was defrayed by London, the Cinque Ports, Ipswich, Harwich, Newcastle, and other maritime towns. The whole English force amounted to one hundred and forty-six, to which the Dutch also added a small squadron. Owing, however, in part, to the disagreement of the two commanders, as well as a great mortality among the soldiers and sailors, (arising, it was said, from their drinking too freely of the new wines of Portugal) this expedition failed of effecting its full purpose, and greatly disappointed the promoters of it, though it appears they did considerable mischief to the Spaniards, and spread a great terror of the English arms throughout all the Spanish dominions. The two commanders, however, met with a very cold reception when they landed in England; and it is a curious proof of the licentiousness of the times, that we find it recorded (Stowe's Annals, p. 577) that the soldiers and sailors employed in this service, thought to make themselves amends for their disappointment, on their return, by plundering *Bartholomew Fair*.

Though baffled in this attempt, which, if it had succeeded, would have given a mortal blow to the power of Spain, neither the queen nor her subjects relaxed from their efforts to ruin the maritime force of their adversary. The queen endeavoured, by every means in her power, to promote the interests of her navy, upon which she settled a part of her revenue, amounting to nine thousand a year; and excited emulation, by expressing the highest esteem for such among her nobility, as evinced an inclination to the sea service. In the summer of the year 1589, the Earl of Cumberland particularly distinguished himself, by fitting out a strong squadron, with which he did the Spaniards incredible mischief, forcing several of their islands to capitulate, and taking many of their rich ships.

In 1590, Sir John Hawkins and Sir Martin Forbisher, kept the sea with two squadrons, and gave King Philip so much annoyance, particularly by preventing the return of the Plate fleet from South America, that he was prevented from maturing any schemes against England; and in the year following, Lord Thomas Howard took the command of a squadron of fourteen vessels, with which he sailed on the same service; but Philip, foreseeing the dismal consequences that would arise should the Plate fleet be intercepted, despatched Don Antonio Bassan, an experienced sea-officer, with a fleet of forty-five sail, to attack the English admiral, who very narrowly escaped being totally destroyed. His Vice-admiral, Sir Richard Grenville, in the Revenge, lost his life and his ship, (which was the only one of the queen's taken in the war) bv unfortunately mistaking the Spanish armament for the Plate fleet, and persisting in the error until he found himself surrounded. He, however, defended himself most valiantly, and sold his life dearly; for a man of war, called the Ascension, of Seville, and a double fly-boat full of men, sank by the side of the Revenge before she surrendered, and the latter vessel was so battered that she foundered at sea with two hundred Spaniards on board: indeed the Spaniards, in the end, gained but little by their first success; for, before they reached home, nearly one hundred of their vessels were wrecked, and the greatest part of the wealth on board lost; while Lord Thomas Howard still kept the sea, and compensated, in a great measure, for his first disappointment, by picking up the stragglers from this rich fleet.

During the four following years, the English squadrons continued to harass and annoy the Spaniards, and in the last, (1594) took from them Brest, which they had previously wrested from Henry IV. of France. This important service was achieved by Sir John Morris, and Sir Martin Forbisher, but with the loss of many brave men; and among them, the last named gallant commander, who soon after died of his wounds.

The Spaniards had been all this time indefatigably employed, in preparing for a renewal of their attempt to subjugate England, and accordingly, as a specimen of their intentions, in the year 1595, four gallies, under the command on Don Diego Brochero, entered Mounts Bay, in Cornwall, and burnt three small places, Penzance, Mouse-hole, and Newlin; but neither killed or captured a single man, the people having fled at their appearance. They likewise destroyed a neighbouring church, and then returned to their ships. This insult roused the spirit of the whole nation, and incited the queen to retaliate, by invading, in turn, the Spanish kingdom.

A fleet, therefore, was immediately equipped, amounting, in the whole, to one hundred and fifty sail, of which one hundred and twenty-five were men of war; but of these, only seventeen were queen's ships, the rest being hired from traders for this expedition. On board this fleet were embarked upwards of seven thousand men, and the joint commanders appointed, were the Lord-high-admiral Howard, and the Earl of Essex, assisted by a council of war, composed of Lord Thomas Howard, Sir Walter Raleigh, Sir Francis Vere, Sir George Carew, and Sir Conyers Clifford. They were also joined by a Dutch squadron of twenty-four ships, under the command of Admiral Van Duvenvoord.

This vast fleet sailed from Plymouth on the first of June, 1596, and, without any accident from winds or waves, arrived in sight of Cadiz on the twentieth of the same month, before the enemy had had the smallest hint of their intentions. The English, however, found the town tolerably well fortified, and defended by a strong castle; and in the port there lay fifty-nine Spanish ships, many of them laden with treasure,—there were also nineteen or twenty gallies. It was therefore determined, to attack the ships before any attempt was made on the town; but a difficulty here arose, as to who should lead the attack, the Earl of Essex, who was young and inexperienced, insisting on his right to the command, while the majority would have conferred it on Sir Walter Raleigh. In the end, however, it was claimed and enjoyed by the Vice-admiral, Lord Thomas Howard.

The English, in the outset, committed some errors, from the too great warmth and emulation among the commanders; but the Spaniards were soon compelled to fly; and, instead of sheltering themselves under the fire of the town, they ran them up the bay as far as possible, and thus fell into the hands of the English, who burnt those they could not carry off.

In the mean time Sir Walter Raleigh was despatched to Port-Real, to seize the ships in harbour there; but the Duke of Medina Sidonia, anticipating his design, caused them all to be burnt or destroyed; and thus twenty millions of money were buried in the sea.

After possessing the city and forts of Cadiz for a fortnight, it was agreed to re-embark their forces, thus overruling the wish of the Earl of Essex, to be left in possession with a small garrison.

It was then proposed to sail to the Azores to lie in wait for the East India ships; but this project was deserted, on account of the great deficiency of provision and ammunition on board the English ships, and they therefore returned to England, arriving on the 8th of August, 1596, bringing with them two gallies, one hundred brass guns, and an immense treasure, and having done the Spaniards incalculable mischief by the destruction of eleven men of war, forty East India ships, four large merchantmen, and many magazines of ammunition and provision.

Philip, however, did not still relinquish his purposes towards England; and in the spring of the next year, he fitted out another armada, from Lisbon, consisting of all the men of war and gallies he had left in his possession, with as many as he could hire in Italy and elsewhere. On board of these he embarked a large body of troops; but again the elements seemed to oppose his design, for a violent storm scattered his fleet, and thirty-six sail were cast away.

In retaliation for this attempt, the queen fitted out a fleet to intercept the Plate fleet at the Azores, as well as to burn all the vessels they should find in the harbours of Ferrol and the Groyne. This fleet consisted of forty men of war, under the command of the Earl of Essex, and was joined by ten Dutch vessels, commanded by Sir John Van Duvenvoord.

The principal object of this expedition was, however, defeated by a storm, which forced the fleet back into Plymouth, and delayed their sailing for another month. They then sailed for the islands; but Sir Walter Raleigh's ship springing her mast, he was delayed, and on arriving at the place of rendezvous, the island of Flores, he found instructions from the Earl of Essex, to follow him, and assist in the reduction of the island of Fayal. Thither he immediately hastened, but found the earl was not arrived with his force, and after waiting four days without any tidings of him, Sir Walter resolved to attempt the reduction of the place alone, in which he succeeded; but though he acquired great reputation by this exploit, it created a coldness between him and the Earl of Essex, which afterwards encreased to the most rancorous hatred.

Upon Essex's arrival they sailed to the island of Graciosa, which immediately surrendered; but, by a great oversight, the Earl immediately left this place, and thus gave the Spaniards an opportunity of getting the Plate fleet into the harbour of Tercera; whereas, had he staid, he would undoubtedly have captured the whole fleet.

Vexed at this disappoiutment, the earl next turned his arms against the town of Villa-Franca, and plundered it, and on his return home captured a very rich Spanish ship, which, mistaking the English fleet for their own, fell into the midst of it, and was taken without resistance. Another, which would have been taken in the same manner, was frightened away by the imprudence of a Dutch captain, in prematurely firing at her.

While the English fleet was thus employed, the Spaniards took advantage of their absence to send out their squadrons from the Groyne and Ferrol, intending to have made a descent in Cornwall, and to have taken the port of Falmouth.

The design was laid with much prudence and secrecy, and the Spanish admiral arrived with his squadrons at the Isles of Scilly, almost in sight of our shore, when he called a council of war on board his own ship; but while they were thus engaged in settling their future proceedings, a very dreadful tempest arose, which rendered it impossible for the different captains to regain their respective ships, and entirely scattered their fleet, so that eighteen large ships were wrecked, and many others driven into English ports, and thus captured.

Thus were the Soaniards again baffled, by what both the queen and her subjects hesitated not to ascribe to the particular interposition of heaven, and indeed it appears very clear that very little credit is due to the English commander, the Earl of Essex, who, had he rightly managed this expedition to the Azores, might have given a decisive blow to the power of the Spanish empire, but who evidently had no view but to his own particular glory, and thus suffered the interest of his country to be neglected, when it came in competition with his own.

In 1598, the Earl of Cumberland fitted out a fleet of eleven sail at his own expence, intending to intercept the Spanish fleet in its passage from the East-Indies to Lisbon : but being disappointed in this attempt, he sailed to the Canaries,—plundered the island of Lancerota, and then proceeded to America, where he captured the island of Puerto Rico, and would have fortified the place, with an intent to cruize from thence on the Spanish coasts, but a great mortality prevailing among his soldiers and seamen, he was obliged to relinquish his conquest, and return home, with very little advantage to himself beyond the fame he had acquired.

In the next year, (1599) a great fleet was drawn together, well manned and victualled, in only twelve days time, which shews how much our maritime power was improved in this short period, and seems to have been intended merely to intimidate the Spaniards, and shew how well-prepared we were to encounter them, since (after remaining in the Downs only three weeks) this fleet was again laid up.

The Spaniards in 1601, landed a large body of troops in Ireland, but were forced by Admiral Sir Richard Levison, (whom the queen had despatched thither) to abandon their design, and withdraw from the island; and in the following year, the same admiral, in conjunction with Sir William Monson, was sent to intercept the galleons, and would infallibly have succeeded had they been joined by the Dutch squadron, according to their engagement.

Disappointed in this attempt, however, they still continued to cruize on the coast of Portugal, and at length resolved to attack a galleon, which, with eleven gallies, lay at anchor in the road of Cerimbra.

The galleon was moored close to the town of Cerimbra, which was large, well-built with free-stone, and fortified by a strong citadel, well furnished with artillery.

On the top of a mountain above the town, stood an abbey, so fortified as to command the palace, the citadel, and the road : while the gallies were placed so as to make a great fire upon the English fleet, without being much exposed themselves.

The English admirals, however, disregarding these obstacles, attacked them about two in the morning of the third of June, with a fresh gale o wind blowing in their favor; and though the Spaniards defended themselves with great bravery, yet the English succeeded in burning several of the gallies, driving the garrison from the castle, and capturing the galleon, having on board a million of pieces of eight, and with this bravely earned treasure, they on the following day sailed, with a fair wind, for England.

The rest of the gallies that had escaped, viz. the St. Lewis, (having on board Frederic Spinola,) the St. John Baptist, the Lucera, the Padilla, the Philip, and the St. John, on the twenty-third of September, entered the British channel, and were soon discovered and chased by Sir Robert Mansel, who, with two or three English men of war, and four Dutch ships were cruizing, to intercept them. The chase was kept up from eight in the morning till sunset, when the Spanish gallies approached so near the English coast, that some of the slaves released themselves from their chains, jumped overboard, and swam to land.

The Spaniards now fell in with her majesty's ship, the Answer, Captain Broadgate, which with two of the Hollanders, lay at anchor, and which all three received the enemy with a brisk fire; the latter, however, did not so much as fire a single gun, but plyed their oars with all their force to get away; but steering at random, one of them in the night, came directly upon the admiral, who immediately fired upon her, and brought down her main-mast, when hearing the most lamentable cries among her crew, he offered them quarter. The other five gallies now came up to her assistance, and one of the Dutch ships falling foul of the one called the Lucera, she instantly sank with all on board. Another, the Padilla, was shattered to pieces by a similar accident; and a third was cast away by the carelessness of the crew, in endeavouring to reach Calais. Two put into Newport, and the Admiral Spinola, with a very valuable cargo, got safe into Dunkirk, and after refitting, carried the remaining three gallies into Sluys.

This was the last naval exploit of any importance during the glorious reign of Elizabeth, who having advanced the maritime reputation of England to a height unknown before, and so far humbled the pride of her inveterate foes, as to compel them to think of soliciting for peace, departed this life on the twenty-fourth of March, (1603,) in the forty-fifth year of her reign, and the seventieth of her age.

The following list of the naval force which the queen left at her death, will place in the strongest point of view, the wonderful improvement which had taken place in that department; since we have seen, that in the year 1588, (when threatened by the great Armada) the queen's whole force consisted but of twenty-nine ships of war, of which twelve were merely hired expressly for that service :—

NAMES OF SHIPS.	Tonnage	Men in harbour	Men at sea whereof	Mariners.	Gunners.	Soldiers
Elizabeth Jonas	900	30	500	340	40	120
Triumph	1000	30	500	340	40	120
White Bear	900	30	500	340	40	120
Victory	800	17	400	268	32	100
Mer-Honeur	800	30	400	268	32	100
Ark Royal	800	17	400	268	32	100
Saint Matthew	1000	30	500	340	40	120
Saint Andrew	900	17	400	268	32	100
Due Repulse	700	16	350	230	30	90
Garland	700	16	300	190	30	80
Warspight	600	12	300	190	30	80
Mary Rose	600	12	250	150	30	70
The Hope	600	12	250	150	30	70
Bonaventure	600	12	250	150	30	70
The Lyon	500	12	250	150	30	70
Nonpareil	500	12	250	150	30	70
Defiance	500	12	250	150	30	70
Rainbow	500	12	250	150	30	70
Dreadnought	400	10	200	130	20	50
Antelope	350	10	160	114	16	30
Swiftsure	400	10	200	130	20	50
Swallow	330	10	160	114	16	30
Foresight	300	10	160	114	16	30
The Tide	250	7	120	88	12	20
The Crane	200	7	100	70	10	20
Adventure	250	7	120	88	12	20
Quittance	200	7	100	70	10	20
Answer	200	7	100	70	10	20
Advantage	200	7	100	70	10	20
Tyger	200	7	100	70	10	20
Tramontain	—	6	70	52	8	10
The Scout	120	6	66	48	8	10
The Catis	100	5	60	42	8	10
The Charles	70	5	45	32	6	7
The Moon	60	5	40	30	5	5
The Advice	50	5	40	30	5	5
The Spy	50	5	40	30	5	5
The Merlin	45	5	35	26	5	4
The Sun	40	5	30	24	4	2
Synnet	20	2	—	—	—	—
George Hoy	100	10	—	—	—	—
Pennyrose Hoy	80	8	—	—	—	—

Queen Elizabeth's attention to the trade and navigation of her dominions, were evinced by many spirited and politic acts during her reign, some of which, indeed, deserve to be more particularly enumerated. Such was the act passed in 1571, for the encouragement of mariners, the maintenance of navigation, and more especially for the restoration of the rade to Iceland, in which there had been formerly employed, annually, upwards of two hundred sail of large ships, and which, but for this prudent interference, would now have fallen into decay.

Her majesty likewise in 1585, established by her letters patent, a new company, for the management of the trade with Barbary; and in 1600, he incorporated a company of merchants trading to the East Indies, from whence the present East India Company date their origin.

There were, indeed, some statutes injurious to trade, enacted in this eign, which appear to have been founded in popular error, from which ndeed, no age can be entirely exempt, and of which time alone could prove the fallacy; but on the other hand, the Queen was never wanting, whenever her interposition could be of use, either to throw open, promote, or recover any profitable branch of maritime trade.

It would be impossible in any reasonable limits, to enumerate all the voyages of adventure and discovery, which were undertaken in the course of this glorious reign. We shall therefore only mention a few of the most prominent.

Sir Humphrey Gilbert, in 1575, renewed the attempt to discover a north-west passage; and in 1577, Sir Martin Forbisher sailed on a similar project. Captains Pet and Jackman, three years after, 1580, by the direction of the company of merchant-adventurers, renewed this hitherto fruitless attempt.

Sir Humphrey Gilbert, at a great expense attempted to colonize Florida, but failed, though as it appears not from any error of his conduct in the enterprize; and in 1584, the great Sir Walter Raleigh, of whose exploits we shall give a more particular detail hereafter, made an unsuccessful attempt to settle Virginia.

No period of English history, appears more distinguished for great and noble characters, in the profession of which it is our province to speak, than the reign of Elizabeth; and among them we must give the first place to Lord Charles Howard, Baron of Effingham, whose two brothers we have already spoken of, as successively Lord-high- admirals of England.

In the year 1585, Lord Charles Howard, who had previously attained the character of a brave, experienced, and noble-hearted seaman, and who had for some time filled the office of Lord Chamberlain of the household, with great popularity, was raised to the post of Lord-high-admiral of England, then rendered vacant by the death of the Earl of Lincoln.

This step was highly approved, both by the nation at large and the seamen, by whom Lord Charles (who was then indeed better known as

Baron of Effingham, to which title he had succeeded) was excessively beloved.

We have already shewn how happily the important service on which he was first employed in his new dignity, viz. the defence of England against the grand attempt of Spain ended for this nation. It remains therefore, only to do justice to the personal merits of the brave admiral, whose character, the following anecdote places in a light which his subsequent conduct fully confirmed.

As soon as Lord Effingham knew that the Spanish fleet was ready to sail, he put to sea, and continued cruizing for some time, till the court having received advice, that the Spaniards would be unable to make any attempt that year, and the lateness of the season rendering this probable, Secretary Walsingham wrote to him, directing, that four of the largest ships should be sent into port, and the seamen discharged, to save expense. The admiral wrote back to excuse his not obeying this direction; and, in the close of the letter, desired, that if his reasons were thought insufficient, that the ships might remain at his expense.

It was owing to his magnanimity and prudence that the victory was so great; and, such as have suggested that it might have been still greater, readily acknowledge, that this did not happen through any fault of the admiral, who always discovered the utmost alacrity in his country's service. The queen acknowledged his merit in the most expressive and glorious terms, and, though extremely frugal, rewarded him with a pension for life; and, at his request, granted a pardon and a pension to Captain Fleming, the pirate, who first brought the news of the Spanish fleet being on our coast.

Sir Richard Hawkins, in his observations, has a very remarkable passage in relation to this noble person, which the reader will, no doubt, be very well pleased to see in his own words: "Worthy of perpetual memory," says he, "was the prudent policy and government of our English navy, *anno* 1558, by the worthy Earl of Nottingham, Lord-high-admiral of England, who, in the like case, with mature and experimented knowledge, patiently withstood the instigations of many courageous and noble captains, who would have persuaded him to have laid them aboard; but, when he foresaw, that the enemy had an army on board, he none; [illegible] that they exceeded him in number of shipping, and those greater in bulk, stronger built, and higher moulded, so that they, who with such advantage fought from above, might easily distress all opposition below, the slaughter peradventure proving more fatal than the victory profitable, by being overthrown he might have hazarded the kingdom, whereas by the quest (at most) he could have boasted of nothing but glory and an my defeated. But by sufferance he always advantaged himself of wind tide, which was the freedom of our country, and security of our navy ı the destruction of theirs, which in the eye of the ignorant (who judge hings by the external appearance,) seemed invincible, but, truly conred, was much inferior to ours in all things of substance, as the event ved; for we sunk, spoiled, and took many of them; and they dimind of ours but one small pinnace, nor any man of name save only tain Cook, who died with honour amidst his company. The greatest age that, as I remember, they caused to any of our ships, was to the llow of her Majesty's, which I had in that action under my charge, an arrow of fire shot into her beak head, which we saw not because e sail, till it had burnt an hole in the Rose, as big as a man's head; rrow falling out, and driving along by the ship's side, made us doubt , which after we discovered."

1596, he commanded in chief at sea, as the Earl of Essex did at , the forces sent against Spain, and his conduct throughout the whole so wise and fortunate, that, upon his return home, the Queen, on the of October the same year, advanced him to the dignity and title of of Nottingham; and on his first going to the house of peers, he was ved with unusual marks of joy, sufficiently declaring how worthy est judges esteemed him of his new dignity, to which the Queen l also another, making him lord-justice itinerant of all the forest of Trent for life. The next great service in which the Earl of ngham was employed, was in 1599, when the Spaniards seemed to tate a new invasion, and some conceived they were on the very point ecuting it, having assembled a great fleet at the Groyne, on board many English fugitives were directed to repair. Her majesty, who s placed her safety in being too quick for her enemies, issued her s to the city of London, to furnish immediately sixteen ships for the rcement of the navy, and six thousand men for her service by land. like directions being sent into other parts of the kingdom, such a and such an army were drawn together in a fortnight's space, as took all hopes, indeed all shadow of success from foreign and domestic ies; and, to shew the confidence she had in the admiral's fidelity apacity, she was pleased to repose in him the sole and supreme com- both of fleet and army, with the high and very unusual title of LORD-TENANT-GENERAL OF ALL ENGLAND, an office scarce known to r, never revived in succeeding times, and which he held with almost regal authority for the space of six weeks, being sometimes with the fleet in the Downs, and sometimes on shore with the forces. The unfortunate Earl of Essex, having taken a sudden resolution to leave his command in Ireland, and return to England, the queen thought fit to punish this dangerous contempt with a short restraint, and afterwards seemed inclined to have received him again into favor. But he, either hurried on by his own rash disposition, or instigated thereto by some desperate persons about him, attempted to raise a force sufficient to have compelled the queen to do what he thought expedient. Upon his failing in this wild and ill-concerted project, he retired with such as were about him to Essex House, in the Strand, where he fortified himself, and confined the chancellor, the chief justice of England, and other privy counsellors, sent by the queen to enquire into the grievances which, as he pretended, had driven him to this rebellious violence. In this perilous situation the queen had recourse to the loyalty of her people, and to the courage and conduct of her nobility; giving the command of all to the Lord-admiral, who, she often said, WAS BORN TO SERVE AND TO SAVE HIS COUNTRY.

He performed on this occasion, as on all others, the utmost the queen could expect; for in a few hours, he reduced the Earl of Essex, after a romantic sally into the city, to such distress, that he was content to yield himself a prisoner; and, when he had so done, the Lord-high-admiral treated him with all the lenity and kindness possible. The same year the Admiral was appointed one of the commissioners for executing the office of Earl-marshal of England; and to him, on her death-bed, the queen was pleased to declare her royal intention, as to the succession, in favor of the KING OF SCOTS, and upon that prince's accession to the throne, he was chosen to officiate lord-high-steward at the coronation.

Soon after, he was appointed ambassador to Spain, and was treated with great respect and deference by King Philip III.; and on his departure received from that monarch, presents to the amount of twenty-thousand pounds.

Either from the mutable character of King James, however, or that the ear of the latter had been abused by false reports, it appears that the earl was received very coldly on his return to court, though he afterwards recovered his royal master's confidence, and escorted the Lady Elizabeth on her marriage to the Elector Palatine, with the fleet under his command as far as Flushing.

This was the last public service he performed, for being now grown old and infirm, he resigned his post of Lord-high-Admiral to the Duke of Buckingham, after enjoying it thirty-two years, with equal honour to himself, and advantage to his country.

Sir Humphrey Gilbert, another eminent seaman, and famous for his voyages of discovery, flourished in the reign of Elizabeth, and was greatly distinguished by that princess, to whom he was introduced while yet a boy.

He was descended from an ancient family in Devonshire, and was half brother to Sir Walter Raleigh, by the mother's side. His natural genius led him to the study of cosmography, and the arts of war and navigation; and he soon distinguished himself, as much for his ripe judgment as the daring spirit with which he exposed his person in the service of his country.

As we are only to regard him in his character as a seaman, we shall pass over his eminent services in Ireland, in which country he was appointed President of Munster, and proceed to his attempts at discovering a north-west passage, in which, though unsuccessful, he laboured as rationally and unremittingly, as any of those who had prosecuted the same project.

In 1578, Sir Humphrey procured from the queen letters-patent, investing him with full powers to undertake the western discovery of America, and to settle and possess any lands which had not been previously taken possession of by any Christian prince, or their subjects.

His first expedition under this authority is involved in great obscurity; but it evidently ended in complete disappointment: though this did not deter him from speedily renewing preparations for a second attempt; and accordingly, by the 1st of June, 1583, his little fleet was in readiness to sail, and consisted of the following ships:—

I. The Delight, of the burden of one hundred and twenty tons, admiral, in which went the general, Sir Humphrey Gilbert, and under him Captain William Winter.

II. The bark Raleigh, a stout new ship of 200 tons, vice-admiral, built, manned, and victualled at the expence of Sir Walter, then Mr. Raleigh, under the command of Captain Butler.

III. The Golden Hind, of forty tons, rear-admira , commanded by Captain Edward Haynes, who was also her owner.

IV. The Swallow, of the like burden, commanded by Captain Maurice Brown.

V. The Squirrel, of the burden only of ten tons, under the command of Captain William Andrews.

They sailed from Plymouth on the 11th of June, and on the 13th the bark Raleigh returned, the captain, and most of those on board her, falling sick of a contagious distemper. On the 30th of the same month, the rest of the fleet had a sight of Newfoundland. On the 3rd of August, they landed; the general read his commission, which was submitted to by all the English vessels upon the coast; and on the 5th, he took possession of the harbour of St. John, in the name of the queen of England, and granted as her patentee, certain leases unto such as were willing to take them. At the same time a discovery was made of a very rich silver mine, by one Daniel, a Saxon, an able miner, brought by the general for that purpose.

On the 20th of August, Sir Humphrey went on board a small sloop called the Squirrel, having previously sent home all who were sick or discouraged by the hardships of the voyage, in the Swallow, and sailed from the harbour of St. John's, Captain Brown, in the Delight, and Captain Hayes in the Golden Hind, accompanying him; but on the same evening a storm arose, in which the Delight was totally lost, twelve men only escaping in the boat.

On the 2d of September, he went on board the Golden Hind, in order to have his foot dressed, which by accident he had hurt by treading on a nail. He remained on board all day, and those who were in that vessel, did all that was in their power to persuade him to make his voyage home in her, which he absolutely refused to do, affirming, that he would never desert his bark and his little crew, with whom he had escaped so many dangers, a generous, but fatal resolution for the vessel being too small to resist the swell of those tempestuous seas, about midnight, on the 9th of September, was swallowed up, and never seen more. In the evening, when they were in great danger, Sir Humphrey was seen setting in the stern of the bark with a book in his hand, and was often heard to say, with a loud voice, "Courage, my lads! we are as near heaven at sea as at land." Thus he died, like a Christian hero, full of hope, as having the testimony of a good conscience.

He was in a manner the parent of all our colonies, being the first who introduced a regular method of planting and settling the newly discovered lands. His conjectures likewise respecting a north-west route to the East Indies, though now many of them have proved erroneous, were generally formed in reason, and the philosophy then commonlv received.

We shall conclude our account of this brave and experienced seaman, by the following extract from his own writings.

"There was," says he, "one Salvaterra, a gentleman of Victoria, in Spain, that came by chance out of the West Indies into Ireland, *anno* 1568, who affirmed the north-west passage from us to Cataia, constantly to be believed in America navigable; and further said, in the presence of Sir Henry Sydney (then lord-deputy of Ireland) in my hearing, that a friar of Mexico, called Andrew Urdaneta, more than eight years before his then coming into Ireland, told him, that he came from Mer del Sur into Germany, through this north-west passage, and shewed Salvaterra (at that time being then with him in Mexico) a sea-card, made by his own experience and travel in that voyage, wherein was plainly set down and described, this north-west passage, agreeing in all points with Ortelius's map. And further, this friar told the king of Portugal, as he returned by that country homeward, that there was (of certainty) such a passage north-west from England, and that he meant to publish the same; which done, the king most earnestly desired him not in any wise, to disclose or make the passage known to any nation; for that, (said the king) if England had knowledge and experience thereof, it would greatly hinder both the king of Spain and me. This friar (as Salvaterra reported) was the greatest discoverer by sea, that hath been in our age. Also Salvaterra, being persuaded of this passage by the friar Urdaneta, and by the common opinion of the Spaniards inhabiting America, offered most willingly to accompany me in this discovery, which, it is like, he would not have done, if he had stood in doubt thereof."

SIR JOHN HAWKINS. This great commander, was the son of Mr. William Hawkins, who was himself a very clever seamen, and the first of the English nation who made a voyage to Brazil.

In 1562, the subject of this memoir, formed the design of his first famous voyage, the object of which was to open a new trade, first to Guinea for slaves, and then to Hispaniola, St. John, Porto Rico, and other Spanish islands for sugars, hides, silver, &c. For this purpose, he raised a subscription amongst his friends, and at their united expense, a fleet was prepared, composed of the following ships; the Solomon, of the burthen of one hundred and twenty tons, in which went Mr. Hawkins himself; the Swallow, of one hundred tons, commanded by Captain Thomas Hampton, and a bark of forty tons, called the Jonas; on board of which, there were about one hundred men in all. With this squadron, he sailed from the coast of England, in the month of October, 1562, and in his course, first touched at Teneriffe, sailed thence to the coast of Guinea, where having, by force or purchase, acquired three hundred negro slaves, he sailed directly to Hispaniola, and making there a large profit, he returned safe into England, in the month of September, 1563.

The next year he made another voyage with a much greater force, himself being in the Jesus, of Lubeck, a ship of seven hundred tons, accompanied by the Solomon, and two barks, the Tiger and the Swallow. He sailed from Plymouth the 18th of October, 1564, proceeded to the coast of Guinea, and thence to the Spanish West Indies, where he forced trade much to his profit; and after visiting the port of the Havannah, came home through the gulf of Florida, arriving at Padstowe, in Cornwall, on the 20th of September, 1565, having lost but twenty persons in the whole voyage, and bringing with him a large cargo of very rich commodities.

In 1567, Mr. Hawkins undertook his third voyage to the West Indies, and sailed from Plymouth on the 2nd of October, for the coast of Guinea, from whence he proceeded to Spanish America to sell his negroes; thence he sailed to Carthagena, where he disposed of the rest; and, in returning home, meeting with storms on the coast of Florida, he was forced to steer for the port of St. John de Ulloa. The Spaniards supposing him to have come from Spain, immediately came on board, and Mr. Hawkins treated them very civilly, demanding only provisions, which they delaying to comply with, he seized on two persons of distinction, whom he kept as hostages, while an express was sent to Mexico, with an account of his demands.

The next day the Spanish fleet appeared in sight, which gave Captain Hawkins great uneasiness; for, if he kept them out, he was sensible they must be lost, with all they had on board, which amounted to near two millions sterling; an act which, considering there was no war declared against Spain, he was afraid his native sovereign, queen Elizabeth would never pardon. At length therefore, he determined to admit the fleet, provided the new viceroy of Mexico, who was on board it, would agree that the English should have victuals for their money; that hostages should be given on both sides; and that the island, with eleven pieces of brass cannon, which were therein, should be yielded to his crew, while they staid. At these demands, the viceroy at first seemed highly displeased; yet quickly after he assented to them, and, at a personal conference with Mr. Hawkins, solemnly promised to perform them.

All things being concluded, the fleet entered the port on the 26th, with the usual salutations, and two days more were employed to range the ships of each nation by themselves, the officers and sailors on both sides using reciprocal civilities, and professing a great deal of friendship. But the Spaniards' professions were treacherous; for they had by this time mustered one thousand men on land, and designed on Thursday, the 24th at dinner time, to set on the English on every side. On the day appointed, in the morning, the English perceived the Spaniards shifting their weapons from ship to ship, pointing their ordnance towards them; they likewise observed a greater number of men passing to and fro, than the business of the ships required, which giving grounds of suspicion, Captain Hawkins sent to the viceroy to know the meaning of such unusual motions; whereupon the viceroy sent orders to have every thing removed that might give the English umbrage, with a promise, on the faith of a viceroy, to be their defence against any clandestine attempts of the Spaniards. The captain, however, not being satisfied with this answer, because he suspected a great number of men to be hidden in a ship of nine hundred tons, which was moored next the Minion, sent the master of the Jesus, who understood Spanish, to know of the viceroy whether it was so or not. The viceroy, finding he could conceal his villainous design no longer, detained the master, and causing the trumpet to be sounded, the Spaniards began the attack upon the English on all sides. Those who were upon the island, being struck with fear at this sudden alarm, fled, thinking to recover their ships; but the Spaniards, debarking in great numbers at several places at once, (which they might do without boats, the ships lying close to the shore,) slew them all without mercy, excepting a few who escaped on board the Jesus.

The great ship, wherein three hundred men were concealed, immediately fell on board the Minion; but she, having put all hands to work the moment their suspicions were commenced, had in that short space, which was but a bare half hour, weighed all her anchors. Having thus gotten clear, and avoided the first brunt of the great ship, the latter clapped the Jesus aboard, which was at the same time attacked by two other ships. However, with much ado, and the loss of many men, she kept them off, cut her cable, and got clear. As soon as the Jesus and the Minion were got two ships length fromthe Spanish fleet, they began the fight, which was so furious that in one hour the admiral of the Spaniards, and another ship were supposed to be sunk, and their vice-admiral burned, so that they had little to fear from the enemy's ships; but they suffered exceedingly from the ordnance on the island, which sunk their small ships, and mangled all the masts and rigging of the Jesus in such a manner, that there was no hopes of bringing her off.

This being the case, they determined to place her for a shelter to the Minion till night, and then, taking out of her what victuals and other necessaries they could, to leave her behind. But presently after perceiving two large ships, fired by the Spaniards, bearing directly down upon them, the men on board the Minion, without consent of either the captain or master, set sail and made off from the Jesus in such haste, that Captain Hawkins had scarce time to reach her.

The Minion and the Judith were the only two English ships that escaped; and in the night, the Judith, which was a bark only of fifty tons, separated herself from the Minion, on board which was Captain Hawkins and the best part of his men. In this distress, having little to eat, less water, in unknown seas, and many of his men wounded, he continued till the 8th of October, and then entered a creek in the bay of Mexico, in order to obtain some refreshment. This was about the mouth of the river Tampica, in the latitude of 25 degrees 36 minutes N., where his company dividing, one hundred desired to be put on shore, and the rest resolved at all events to endeavour to get home. In their passage, they were forced to put into Ponte Vedra, in Spain, where the Spaniards coming to know their weakness, thought by treachery to seize them a second time; but they suspecting this, sailed forthwith to Vigo, not far off.

They there met with some English ships, which supplied their wants and departing on the 20th of January, 1586, arrived in Mount's Bay, in Cornwall, the 25th of January following.

When the Spanish fleet went to fetch Anne of Austria, the last wife of Philip the Second, out of Flanders, Sir John Hawkins with a small squadron of her majesty's ships was riding in Catwater, which the Spanish admiral perceiving, he endeavoured to run between the island and the place, without paying the usual salutes. Sir John ordered the gunner of his own ship to fire at the rigging of the Spanish admiral, who taking no notice of it, the gunner fired next at the hull, and shot through and through. The Spaniards upon this, took in their flags and topsails, and run to an anchor. The Spanish admiral then sent an officer of distinction in a boat, to carry at once his compliments and complaints to Sir John Hawkins, who bid him tell his admiral, that having neglected the respect due to the queen of England, in her seas and port, he must not expect to lie there, but in twelve hours weigh his anchor and be gone; otherwise he should regard him as an enemy declared, his conduct having already rendered him suspected.

The Spanish admiral upon receiving this message, went in his boat to the Jesus of Lubeck, on board which Sir John Hawkins's flag was flying, desiring to speak with him ; when he pleaded ignorance, and that he was ready to give satisfaction.

Upon this, Sir John Hawkins told him mildly, that he could not be a stranger to what was practised by the French and Spaniards in their own seas and ports ; adding, "Put the case, sir, that an English fleet came into any of the king, your master's ports, his majesty's ships being there, and those English ships should carry their flags in their tops, would you not shoot them down, and beat the ships out of your port?" The Spaniard owned he would, confessed he was in the wrong, submitted to the penalty Sir John imposed, was then very kindly entertained, and they parted very good friends. This account we have from his son, Sir Richard Hawkins, who was eye witness of all that passed.

The next action of this worthy seaman, was his service under the lord-high-admiral, in 1588, against the Spanish armada, wherein he acted as rear admiral, and had as large a share of the danger and honour of that day as any man in the fleet, for which he most deservedly received the honour of knighthood.

In 1590, he was sent, in conjunction with Sir Martin Forbisher, each having a squadron of five men of war, to infest the coasts of Spain, and intercept if possible, the Plate fleet. They spent seven months in this station, without performing any thing of note, or so much as taking a single ship.

With the populace the admirals gained little reputation by this expedition ; but yet they lost no credit at court, where the issue of the business was better understood. By compelling the Spanish navy to fly into fortified ports, they destroyed their reputation as a maritime power ; and, the wintering of their Plate ships in the Indies, proved so great a detriment to the merchants of Spain, that many broke, in Seville and other places ; besides, it was so great a prejudice to their vessels to winter in the Indies, that the damage could not be repaired in many years. Thus, though no immediate profit accrued, the end of the expedition was fully answered, and the nation gained a signal advantage.

The war with Spain continuing, a proposition was made to the queen by Sir John Hawkins and Sir Francis Drake, the two most experienced seamen in her kingdom, for undertaking a more effectual expedition into those parts, than had hitherto been made through the whole course of the war ; and, at the same time, they offered to defray a great part of the expense themselves, and to engage their friends to bear a considerable proportion of the rest. There were many motives which induced our admiral,

though then far in years, to hazard his fortune, and his person
dangerous service; amongst which, the redeeming his son, aft
Sir Richard Hawkins, from the hands of the Spaniards, whose p
he then was, cannot be considered either the last or least.

The queen assented to the proposition, and furnished a stout sq
on board one of which Sir John embarked. The whole fleet consi
twenty-seven ships aud barks, and their force may be estimated
thousand five hundred men. But by the arts of the Spaniards, (r
being circulated of their intention to invade England, and they havi
tually sent four gallies, to make a descent on Cornwall; the sailing
fleet was delayed; much alarm being created in the nation; and th
priety of sending so many strong ships, at so critical a juncture, on a
a voyage, was much agitated.

At last, the fleet sailed from Plymouth on the 28th of August, fu
to execute their design of burning Nombre de Dios, marching then
land to Panama, and there seizing the treasure which they knew w
rived at that place from Peru. A few days before their departu
queen sent them advice, that the Plate fleet was safely arrived in
excepting only a single galleon, which, having lost a mast, had been
ged to return to Porto-Rico; the taking of this vessel she recomm
to them as a thing very practicable, and could prove no great hin
to their other affair. When they were at sea, the generals differed.
John Hawkins was for executing what the queen had advised, wherea
Francis Drake inclined to go first to the Canaries, in which he prev
but, the attempt they made was unsuccessful; and they then sail
Dominica. In the mean time, the Spaniards had sent five stout fi
to bring away the galleon from Porto-Rico, having exact intellige
the intention of the English admirals, to attempt that place. On th
of October, Sir John Hawkins weighed from Dominica, and in the
ing of the same day, the Francis, a bark of about thirty-five tons, a
sternmost of Sir John's ships, fell in with the five sail of Spanish fi
before mentioned, and was taken; the consequences of which bein
seen by Sir John, it threw him into a fit of sickness, of which, or
of a broken heart, he died on the 21st of November, 1595, whe
were in sight of the island of Porto-Rico.

SIR FRANCIS DRAKE.—Of the origin of this distinguished seaman
different accounts have been circulated, but that which seems most d
ing of credit is the following:

He was the son of one Edmund Drake, an honest sailor, and born

Tavistock, in the year 1545, being the eldest of twelve brethren, and brought up at the expense, and under the care of his kinsman, Sir John Hawkins. At the age of eighteen, he was purser of a ship trading to Biscay; at twenty, he made a voyage to Guinea; and at twenty-two, he had the honour to be appointed captain of the Judith, in the harbour of St. John de Ulloa, in the gulf of Mexico, where he behaved most gallantly under Sir John Hawkins, and returned with him into England with a very great reputation, but not worth a single groat.

Upon this he conceived a design of making reprisals on the king of Spain; and had no sooner published his design, than he had numbers of volunteers ready to accompany him. In 1570 he made his first expedition with two ships, the Dragon and the Swan, and the next year in the Swan alone, wherein he returned safe, with competent advantages; and, having now means sufficient to perform greater matters, as well as skill to conduct them, he laid the plan of a more important design, which he put in execution on the 24th of March, 1572, on which day he sailed from Plymouth, himself in a ship called the Pascha, of the burden of seventy tons, and his brother, John Drake, in the Swan, of twenty-five tons burden, their whole strength consisting of no more than twenty-three men and boys. With this inconsiderable force, on the 22nd of July, he attacked the town of Nombre de Dios, which he took in a few hours by storm, notwithstanding a very dangerous wound he received in the action; yet, upon the whole, they were no great gainers, but, after a very brisk action, were obliged to betake themselves to their ships with very little booty. His next attempt was to plunder the mules laden with silver, which passed from Vera Cruz to Nombre de Dios; but, in this scheme too he was disappointed. However, he attacked the town of Vera Cruz, carried it, and got some little booty. In their return, they unexpectedly met with a string of fifty mules laden with plate, of which they carried off as much as they could, and buried the rest. In these expeditions he was greatly assisted by the Simerons, a nation of Indians, who are engaged in a perpetual war with the Spaniards. The prince, or captain of these people, whose name was Pedro, was presented by Captain Drake, with a fine cutlass, which he at that time wore, and to which he saw the Indian had a mind. Pedro, in return, gave him four large wedges of gold, which Captain Drake threw into the common stock, with this remarkable expression, "That he thought it but just, that such as bore the charge of so uncertain a voyage on his credit, should share the utmost advantages that voyage produced." Then embarking his men, with all the wealth he had obtained, which was very considerable, he bore away for England, and was so fortunate as to sail in twenty-three days from Cape Florida to the isles of Scilly, and thence without any accident to Plymouth, where he arrived the 9th of August, 1573.

His success in this expedition, and his honourable behaviour towards his owners, gained him a high reputation, and the use he made of his riches still a greater; for fitting out three stout frigates at his own expense, he sailed with them to Ireland, where, under Walter Earl of Essex, (the father of that unfortunate earl who was beheaded,) he served as a volunteer, and did many glorious actions. After the death of his noble patron, he returned to England, where Sir Christopher Hatton, who was then vice-chamberlain to Queen Elizabeth, privy-councillor, afterwards lord-chancellor, and a great favourite, took him under his protection, introduced him to her majesty, and procured him her countenance. By this means he acquired a capacity of undertaking that glorious expedition, which will render his name immortal. The thing he first proposed, was a voyage into the South Seas through the Streights of Magellan, which was what hitherto no Englishman ever attempted. This project was well received at court, and, in a short time, Captain Drake saw himself at the height of his wishes; for in his former voyage, having had a distant prospect of the South Seas, he framed an ardent prayer to God, that he might sail an English ship in them, which he found now an opportunity of attempting, the queen's permission furnishing him with the means, and his own fame quickly drawing to him a force sufficient.

The squadron with which he sailed on this extraordinary undertaking, consisted of the following ships: the Pelican, commanded by himself, of the burden of one hundred tons; the Elizabeth, eighty tons, under Captain John Winter; the Marygold, a bark of thirty tons, Captain John Thomas; the Swan, a fly-boat, of fifty tons, Captain John Chester; and the Christopher, a pinnace of fifteen tons, Captain Thomas Moon. In this fleet were embarked no more than one hundred and sixty-four able men, and all the necessary provisions for so long and dangerous a voyage; the intent of which, however, was not openly declared, but given out to be for Alexandria, though all men suspected, and many knew, he intended for America. Thus equipped, on the 13th of November, 1577, about three in the afternoon, he sailed from Plymouth; but a heavy storm taking him as soon as he was out of port, forced him, in a very bad condition, into Falmouth, to refit; which having expeditiously performed, he again put to sea, the 13th of December following. On the 25th of the same month, he fell in with the coast of Barbary; and, on the 29th, with Cape Verd; the 13th of March he passed the equinoctial; the 5th f April he made the coast of Brazil in 30 deg. N. lat. and entered the iver De la Plata, where he lost the company of two of his ships; but eeting them again, and having taken out of them all the provisions hey had on board, he turned them adrift. On the 20th of August e entered the Streights of Magellan; and on the 25th of September he assed them, having then only his own ship, which, in the South eas, he new-named the Hind. We shall here notice a fact little nown :—

Sir Francis Drake himself reported to Sir Richard, son to Sir John awkins, that meeting with a violent tempest, in which his ship could ear no sail, he found, when the storm sunk, he was driven through or ound the Streights into the latitude of 50 degrees. Here, lying close un-er an island, he went on shore, and, leaning his body over a promon-ry as far as he could safely, told his people, when he came on board, he ad been farther south than any man living. This we find confirmed by ne of our old chronicle writers, who farther informs us, that he bestowed n this island the name of "Elizabetha," in honour of his royal mistress. n the 25th of November he came to Machao, in the latitude of 30 deg. here he had appointed a rendezvous in case his ships separated; but aptain Winter, having re-passed the Streights, was returned to England. hence he continued his voyage along the coasts of Chili and Peru, taking l opportunities of seizing Spanish ships, or of landing and attacking them n shore, till his crew were sated with plunder, and then coasting North-merica to the height of 48 degrees, he endeavoured to find a passage ack into our seas on that side, which after so long, hazardous, and fa-guing a voyage, evinces his consummate skill, and at the same time is the rongest proof of his invincible courage.

Here, being disappointed of what he sought, he landed, and called the untry New Albion, taking possession of it in the name of Queen Eliza-eth; and, having trimmed his ship, set sail from thence, on the 29th of eptember, 1579, for the Moluccas.

On the 13th of October, he fell in with certain islands, inhabited by e most barbarous people he had met with in all his voyage. On the 4th f November, he had sight of the Moluccas, and coming to Ternate, was ell received by the king thereof, a wise and polite prince. On the 10th f December, he made Celebes, where his ship unfortunately ran on a rock e 9th of January following; but they miraculously got off, and contiued their course.

On the 25th of March, 1580, he steered nomeward, and on the 15th f June, doubled the Cape of Good-Hope, having then on board his ship, fifty-seven men, and but three casks of water. On the 12th of July, he passed the line, reached the coast of Guinea on the 16th, and there watered. On the 11th of September he made the island of Tercera, and entered the harbour of Plymouth towards the close of the same year.

In this voyage he completely surrounded the globe, which no commander in chief had ever done before. His success in this enterprise, and the immense mass of wealth he brought home, raised much discourse throughout the kingdom; some highly commending, and some as loudly decrying him; alleging that the consequences of owning his proceeding would be much more fatal, than the benefits received from it could be advantageous. Things continued in this uncertainty during the remainder of that, and the spring of the succeeding year; but at length they took a better turn; for on the 4th of April, 1581, her majesty dining at Deptford, in Kent, went on board Captain Drake's ship, where she conferred on him the honour of knighthood, and afterwards declared her entire approbation of all that he had done, to the confusion of his enemies, and to the great joy his friends. She likewise gave directions for the preservation of his ship, that it might remain a monument of his own, and his country's glory. In process of time, the vessel decaying, it was broken up; but a chair made of the planks was presented to the University at Oxford, and is still preserved.

In 1585, Sir Francis Drake concerted a scheme of a West-Indian expedition, with the celebrated Sir Philip Sidney. It was to be partly maritime and partly in the style of invasion. The sea force was to be commanded absolutely by Sir Francis, the land troops by Sir Philip Sidney. The queen, having required the latter to desist from his scheme, Sir Francis alone sailed for the West Indies, having under his command, Captains Carlisle, Forbisher, Knollys, and many other officers of great reputation. In that expedition, he took the cities of St. Jago, St. Domingo, Carthagena, and St. Augustine, exceeding even the expectation of his friends, and the hopes of the common people, though both were sanguine to the last degree. The profits of this expedition were but moderate; the design of Sir Francis being rather to weaken the enemy, than to enrich himself. It was, to do him justice, a maxim from which he never varied, to regard the service of his country first, next the profit of his proprietors, and his own interest he regarded last.

In 1578, he proceeded to Lisbon, with a fleet of thirty sail, and having intelligence of a numerous fleet being assembled in the bay of Cadiz, which was to have made part of the armada, he, with great courage, entered that port, and burnt there upwards of ten thousand tons of shipping; and after having performed all the service that the state could expect, he resolved to do his utmost to content the merchants of London, who had contributed, by a voluntary subscription, to the fitting out of his fleet. With this view, having intelligence of a large carrack expected at Tercera from the East Indies, thither he sailed; and though his men were severely pinched through want of victuals, yet he prevailed upon them to endure these hardships for a few days. Within this space the East India ship arrived, which he took and carried home in triumph; so that throughout the whole war, there was no expedition so happily conducted as this, with respect to reputation or profit; and therefore we need not wonder that upon his return, the mighty applause he received might render him somewhat elate, as his enemies report it did; but certain it is, that no man's pride had ever a happier turn, since it always vented itself in service to the public.

Thus, at this time, he undertook to bring water into the town of Plymouth; through the want of which, till then, it had been grievously distressed; and he performed it by conducting thither a stream from springs at eight miles distance, that is to say, in a straight line, for in the manner by which he brought it, the course it runs is upwards of twenty miles: It was in consequence of the journals, charts, and papers, taken on board his East India prize, that it was judged practicable for us to enter into that trade · for promoting which, the queen, by letters patent, in the forty-third year of her reign, erected our first India company. To this, we may also add, he first imported tobacco.

In 1588, Sir Francis Drake was appointed vice-admiral, under Charles Lord Howard of Effingham, high-admiral of England: here his fortune favoured him as remarkably as ever; for he captured a large galleon, commanded by Don Pedro de Valdez, who yielded on the bare mention of his name. Out of this prize, fifty thousand ducats were distributed among the seamen and soldiers, which preserved that love they had always borne to this their valiant commander. It must not, however, be dissembled, that through an oversight of his, the admiral ran the utmost hazard of being taken by the enemy; for Drake being appointed, the first night of the engagement, to carry lights for the direction of the English fleet, he being in full pursuit of some hulks belonging to the Hanse-towns, neglected it; which occasioned the admiral's following the Spanish lights, and remaining almost in the centre of their fleet till morning. His succeeding services, however, sufficiently effaced the memory of this mistake.

The next year, he was employed as admiral at sea, over the fleet sent to restore Don Antonio, King of Portugal; the command of the land forces being given to Sir John Norris. They were hardly got out to sea before these commanders differed; though it is on all hands agreed, that there never was an admiral better disposed towards soldiers than Sir Francis. The ground of their difference was this; the general was bent on landing at the Groyne, while the admiral and his officers, were for sailing to Lisbon directly; and if their advice had been taken, without question, the enterprize would have succeeded; for it afterwards appeared, on their invading Portugal, that the enemy had made such good use of the time they gave them, that it was not possible to make any impression. Sir John Norris, indeed, marched by land to Lisbon, and Sir Francis Drake imprudently promised to sail up the river with his whole fleet; but, when he saw the consequences, he chose rather to break his promise, than to hazard the queen's navy; for this he was grievously reproached by Norris, and the miscarriage of the whole affair imputed to his failure in performing what he had undertaken. But Sir Francis fully justified himself on his return; for he made it manifest to the queen and council, that all the service that was done, was performed by him, and that his sailing up the river of Lisbon, would have signified nothing to the taking the castle, which was two miles off; and without reducing that, there was no taking the town.

His next service, was the fatal expedition in conjunction with Sir John Hawkins, in 1594, for the destroying of Nombre de Dios, an account of which, up to the death of Sir John, we have already given, which took place the day before Sir Francis Drake made his desperate attack on the shipping in the harbour of Porto Rico. This was on the 13th of November, 1594, and though performed with the greatest courage, and most severe loss to the Spaniards, was productive of little advantage to the English. The admiral then steered for the main; took the town of Rio de la Hacha, which he burnt to the ground, a church, and a single house belonging to a lady only excepted; and after destroying some other villages, he proceeded to Santa Martha, which he also burnt. The like fate had the famous town of Nombre de Dios, the Spaniards refusing to ransom any of these places, and the booty taken in them being very inconsiderable. On the 29th of December, Sir Thomas Baskerville was dispatched with seven hundred and fifty men to reduce Panama, but returned on the 2nd of January following, finding it wholly impracticable. This disappointment so greatly affected the mind of the admiral, that it threw him into a fever, attended with a flux, of which he died on the 28th of January, 1595, aged about fifty years.

As all eminent men have enemies, we need not wonder that Sir Francis Drake, who performed so many great things, should have as much ill spoken of him, as there was of any man of the age in which he lived. Those who disliked him, alleged, that he was a man of low birth, haughty in his temper, ostentatious, self-sufficient, an immoderate speaker, and though indisputably a good seaman, no great general; in proof of which, they took notice of, among others, the slender provision he made in his expedition to Portugal, his breaking his word to Sir John Norris, and the errors he committed in his last undertaking.

In excuse of these, it is said, that the glory of what he did, might very well remove the imputation of his mean descent; what was thought haughtiness in him, might be no more than a just concern for the support of his authority; his display of his great services, a thing incident to his profession; and his love of speaking, qualified by his wisdom and eloquence, which hindered him from ever dropping a weak or an ungrateful expression. His councils were continually crossed by the land officers in his voyage to Portugal; and as to his last attempt, the Spaniards were certainly well acquainted with his design, at least as soon as he left England, if not before. His voyage round the world, however, remains an incontestible proof of his courage, capacity, patience, quick-sightedness, and public spirit, since, therein, he did every thing that could be expected from a man who preferred the honour and profit of his country, to his own reputation or private gain.

The only act of his whole life that laid him open to just censure, was his severity towards Mr. John Doughty. The cause alleged, was Doughty's attempting to raise some disturbance in the fleet; which was partly proved from his own confession, and partly from papers found in his custody. But in those days, it was shrewdly suspected, that Doughty was sent abroad for no other purpose; and this, because he had charged the great Earl of Leicester with poisoning the Earl of Essex; a fact believed at that time, on account of the earl's marrying, in a short space, Lettice, countess of Essex; with whom the world held him to be too familiar before.

The fullest account of this matter, is to be found in a poem, called Leicester's Ghost; the stanzas relating to it, are as follow:—

"I doubted, lest that Doughty would bewray
My counsel, and with other party take;
Wherefore, the sooner him to rid away,
I sent him forth to sea with Captain Drake,
Who knew how to entertain him for my sake;
Before he went, his lot by me was cast;
His death was plotted, and perform'd in haste

"He hoped well; but I did so dispose,
That he, at port St. Gillan lost his head;
Having no time permitted to disclose,
The inward griefs that in his heart were bred:
We need not fear the biting of the dead.
Now let him go transported to the seas,
And tell my secrets to the Antipodes."

But in defence of Sir Francis Drake, it must be said, that this man was openly put to death, after as fair a trial, by a jury of twelve men, as the circumstances of time and place would permit; that he submitted patiently to his sentence, and received the sacrament with Drake, whom he embraced immediately before his execution. Besides these, there are two points which deserve particular consideration: first, That in such expeditions strict discipline and legal severity are often necessary: secondly, That as to the Earl of Essex, for whose death Doughty had expressed concern, he was Drake's first patron; and it is therefore very improbable he should destroy a man for endeavouring to detect his murder.

Of Sir Martin Frobisher, or Forbisher, we have previously spoken, as the diligent prosecutor of three successive voyages to find a north-west passage, by which, though he returned unsuccessful, he gained much reputation, both for his skill and courage as a navigator.

As a seaman we must not omit to mention in particular, that in the famous fight with the Spanish Armada, he commanded the Triumph, and therein displayed such determined skill and bravery, that he was one of the few who was knighted by the admiral on that glorious occasion. In 1590, he commanded the squadron which prevented the return of the Platé fleet. In 1592, he commanded the fleet fitted out by Sir Walter Raleigh, which went to the coast of Spain; and though he had but three ships, yet he destroyed one rich galleon, and brought home another. In 1594, he sailed to the coast of France, to assist in the re-taking of Brest; which was attacked on the land side by Sir John Norris, with three thousand English forces, whilst our admiral blocked up the port. The garrison defended themselves bravely, till such time as Sir Martin landed his sailors; and desperately storming the place, carried it at once, but with the loss of several captains, himself receiving a shot in the side, that proved the cause of his death, which happened at Plymouth within a few days after his return. He was a most able seaman, of undaunted courage, and equal to any undertaking; in his carriage he was blunt, and a strict server of discipline, even to severity, which hindered his being beved.

Another great adventurer by sea, was Mr. **Edward Fenton**, a entleman who distinguished himself by several gallant exploits in this ctive and busy reign. He was descended from a very worthy family in ottinghamshire, and in 1577, he engaged with Sir Martin Forbisher, in is design of discovering a north-west passage into the South Seas, having efore served some time in Ireland with reputation. In this expedition he as captain of the Gabriel, a little bark of twenty-five tons, and accomanied that famous seaman in his voyage to the Streights, (which bear is name,) in the summer of this year, though, in their return, he was nluckily separated from him in a storm; notwithstanding which he had e good fortune to arrive in safety at Bristol.

In 1578, he commanded the Judith, one of the fifteen sail of which ir Martin's squadron was composed, in a third expedition, set on foot for he like purpose, with the title of rear-admiral; sailing from Harwich on e 31st of May, and returning to England on the 1st of October followg. This, like the two former attempts, proved wholly unsuccessful. aptain Fenton, however, remained firmly persuaded that such a design as certainly practicable; and his frequent solicitations on this head, ined to the powerful interest of the Earl of Leicester, at length procured im another opportunity of trying his fortune.

Of this voyage, which was chiefly set forth at the expense of the Earl of umberland, we have several authentic accounts, and yet it is not easy to omprehend the true design of it. The instructions given by the privy-ouncil to Mr. Fenton, and which are still preserved, say expressly, that e should endeavour the discovery of a north-west passage, but by a new ute, which is laid down to him; viz., he was to go by the Cape of Good ope to the East-Indies, and being arrived at the Moluccas, he was to go om thence to the South Seas, and to attempt his return by the so-long-ought north-west passage, and not by any means to think of passing the treights of Magellan, except in case of absolute necessity.

In the month of May, 1582, Mr. Fenton left the English coast, with hree stout ships and a bark. With these he sailed, first to the coast of frica, and then for that of Brazil directly, from whence he intended to ave sailed for the Streights of Magellan; but hearing there that the King f Spain, who had better intelligence, it seems, of his project, and of his eal intentions, than he would have obtained if he had read his instructions, ad sent Don Diego Florez de Valdez with a strong fleet into the Streights to intercept him, he, upon mature deliberation, resolved to return. Putting into a Portuguese settlement to refit, he there met with three of the Spanish squadron, one of which was their vice-admiral, which he sunk, after a very brisk engagement, and then put to sea, in order to come home. His vice-admiral, Captain Luke Ward, after a long and dangerous voyage, arrived safely in England, on the 31st of May, 1583, and soon after Captain Fenton likewise returned safely to England.

SIR ROBERT DUDLEY, a son of the famous Earl of Leicester, was one of the many heroes who, during this reign, immortalized themselves by their bravery and spirit of enterprize. He was scarcely twenty-two years of age, when he projected, and made great preparations for a voyage of discovery into the South Seas: but this project was stopped by the interference of the queen, and her ministers. In a very short time after, 1594, however, he fitted out a squadron of four sail, at his own expense; and leaving Southampton on the sixth of November, proceeded for the coast of Spain, where he lost the company of the other three ships. This, however, did not hinder him from continuing his voyage to the West Indies; and, in doing this, he took two large ships, though of no great value. After remaining some time about the island of Trinidada, he found himself under a necessity of returning home, in a much worse condition than he went out; and yet, coming up, in his passage, with a Spanish ship of six hundred tons, his own vessel being of no greater burden than two hundred, he engaged her, fought two whole days, till his powder was quite exhausted, and then left her; but in so torn and shattered a condition that she afterwards sunk. This made the ninth ship which he had either taken, sunk, or burnt in his voyage.

SIR RICHARD HAWKINS, son to the famous Sir John Hawkins, of whom we have before briefly spoken, was born at Plymouth, in Devonshire; and in 1593, he fitted out two large ships and a pinnace at his own expence, and had the queen's commission, empowering him to infest the Spaniards in South America, to which he added the design of passing the Streights of Magellan, and surrounding the globe, as Drake and Cavendish had done. He shared, however, in none of their success, though he met with most of their difficulties.

On the coasts of Peru he was attacked by Don Bertrand de Castro, who had with him a squadron of eight sail, and two thousand choice men on board; yet Hawkins made a shift to disengage himself, after he had done the Spaniards incredible damage: but staying too long in the South Seas, in order to take more prizes, he was attacked a second time by Admiral de Castro, who was now stronger than before; yet Hawkins defended himself gallantly for three days and three nights, and then, most of his men being killed, his ship in a manner sinking under him, and himself dangerously wounded, he was prevailed on to surrender upon very honourable terms, viz. that himself and all on board should have a free passage to England as soon as might be.

He continued a long time prisoner in America, where he was treated with great humanity by Admiral de Castro; but in the end, by order of the court of Spain, he was sent thither, instead of returning to England, and remained for several years a prisoner in Seville and Madrid. At length, he was released, and returned to his native country, where he spent the latter part of his life in peace.

CAPTAIN JAMES (by many called John) LANCASTER was, in 1594, fitted out with three ships, by some merchants of London, to cruize on the coast of Brazil, then in the hands of the Spaniards.

In the space of a few weeks they took thirty-nine Spanish ships, four of which they kept, and plundered the rest; and then, joining with Captain Venner at the isle of May, they steered for the coast of Brazil, where they took the city of Fernambuco, on the 20th of March, 1595, in a manner scarce to be paralleled in history; for Captain Lancaster ordered his fine new pinnace, in which he landed his men, to be beat to pieces on the shore, and sunk his boats, that his men might see that they must either die or conquer; the sight of which so frighted the Spaniards and Portuguese that, after a very poor defence, they abandoned the lower town.

The spoil was exceeding rich, and amounted to so great a quantity, that Captain Lancaster hired three sail of large Dutch ships, and four Frenchmen to carry it home; and having thus increased his fleet to fifteen ships, he brought them safely into the Downs in the month of July, 1595.

We have already taken notice of the patent granted to the East India Company by Queen Elizabeth, in the year 1600. The first fleet they fitted out as a company, consisted of four large ships, which sailed from London, February 13th, 1600, under the command of this Mr. James Lancaster, who established the English trade throughout the Indies, as happily and prudently as could be wished. In his return, his ship, which was the Dragon, was in the utmost peril off the Cape of Good Hope, having lost her rudder, and being otherwise much damaged; yet he refused to go on board the Hector, contenting himself with writing a short letter to the Company, wherein he told them, they might be sure he would do his utmost to save the ship and cargo, by thus venturing his own life and the lives of those who were with him, adding this remarkable postscript, in the midst of his confusion:

> "The passage to the East Indies lies in 62 degrees 30 minutes, by the north-west, on the American side."

He had, however, the good fortune to get into the port of St. Helena, where he repaired his weather-beaten ship as well as he could, brought her safely into the downs, the 11th of September, 1603, and lived near thirty years afterwards, in an honourable affluence, acquired chiefly by this successful voyage.

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CHAP. VIII.

The Naval History of Great Britain, during the reign of KING JAMES I.

JAMES, on his accession to the throne, 1603, was about thirty-six years of age, and though it could not be expected that he had made himself much acquainted with maritime affairs, while in Scotland; yet, after he was once seated on the English throne, he does not appear to have neglected them, unless his hasty conclusion of a peace with Spain, may be considered an error in this respect; and this we believe should rather be considered the act of his council, under whose advice he acted.

Immediately on James's accession to the English crown, the Arch-duke of Austria, who had been in amity with James, as King of Scotland, dispatched a minister to the English court, and in consequence of his negotiations, a peace was concluded with Spain. Many writers tell us, that it was chiefly brought about by large bribes to the favorites and ministers of the king; and some would have us believe that with the gratuities to the countess of Suffolk for her husband's interest, was built the famous structure of Audley-end in Essex, and that the cogent inducements to the Earl of Northumberland for his support, enabled him to erect that princely mansion, Northumberland House, in the Strand. The treaties, however, with Spain, were signed in London, August 18, 1604. The trading part of the nation were well-pleased with it, and but for the injudicious and impolitic conduct of the king, in granting the monopoly of the Spanish trade to a company of merchants, would have been much more so. The presentations of the parliament, respecting this evil, soon caused the solution of this new-erected company, and the Spanish trade was thrown en.

Much discontent prevailed against making this peace; and dislike d apprehension continued to be published even after it was con- ded. The treaty also caused considerable dissatisfaction abroad. The llanders, who had reaped great advantages from the favour of Elizabeth, d were now left to shift for themselves, were enraged at a step so uch to their disadvantage; and as they found themselves strong enough cope with the Spaniards, and to make a greater figure than most other tions at sea, they lost that respect which was due to the English flag, d began to assume a kind of equality, even in the narrow seas. This was resented to the king as an indignity not to be borne, and a fleet was ed out under the command of Sir William Monson, with instructions maintain the honour of the English flag. This fleet put to sea in the ring of 1604, and was continued annually under the same admiral, who pears to have been a man of great spirit and much experience; for, as tells us in his own memoirs, he served in the first ship of war fitted out the reign of Queen Elizabeth, and was an admiral in the last fleet she er sent out to sea.

The admiral, however, found great difficulty in executing his com- sion; for whenever he conferred with any of the Dutch officers, they ve him, certainly, fair promises, but promises only; for on every tence they continued to take our ships, and treated those on board with erity; till at last, wearied by this usage, he began to make reprisals, eatening to hang as pirates, people who shewed themselves little better their actions. There were also high contests about the flag, which gan through some accidental civilities shewn to the Hollanders in the e reign, when they sailed under the command of English admirals, on joint expeditions, and were, on that account, treated as if they had n her majesty's own subjects; which favours they now pretended to im as prerogatives due to them in quality of an independent state.

But in order to shew the spirit with which Admiral Monson insisted on isfaction from the Dutch on this head, we shall quote his own rds:—

"In my return from Calais, the 1st of July, 1605, with the emperor's bassador, as I approached near Dover road, I perceived an increase of ships to those I left there three days before, one of them being the miral; their coming in shew was to beleaguer the Spaniards, who were n at Dover.

"As I drew near them, the admiral struck his flag thrice, and advanced it again. His coming from the other coast, at such a time, caused me to make another construction than he pretended; and indeed it so fell out, for I conceived his arrival at that time, was for no other end than to shew the ambassador, who, he knew, would spread it abroad throughout all Europe, as also the Spaniards, that they might have less esteem of his majesty's prerogative in the narrow seas, that, by their wearing their flag, they might be reputed kings of the sea, as well as his majesty. I hastened the ambassador ashore, and dispatched a gentleman to the admiral, to entreat his company the next day to dinner, which he willingly promised.

"The gentleman told him I required him to take in his flag, as a duty due to his majesty's ships: he answered that he had struck it thrice, which he thought to be a very sufficient acknowledgment, and it was more than former admirals of the narrow seas had required at his hands.

"The gentleman replied, that he expected such an answer from him, and therefore he was prepared with what to say to that point. He told him, the times were altered; for when no more but striking the flag was required, England and Holland were both in hostility with Spain, which caused her majesty to tolerate divers things in them; as, for instance, the admiral's wearing his flag in the expedition to Cadiz, and the islands, where the lord-admiral of England and the lord of Essex went as generals, and that courtesy they could not challenge by right, but by permission; and the wars being now ceased, his majesty did require by me, his minister, such rights and duties as had formerly belonged to his progenitors.

"The admiral refused to obey my command, saying, he expected more favour from me than from other admirals, in respect of our long and loving acquaintance; but he was answered, that all obligations of private friendship must be laid aside, when the honour of one's king and country is at stake. The gentleman advised him, in a friendly manner, to yield to my demand; if not, he had commission to tell him, I meant to weigh anchor and come near him, and that the force of our ships should determine the question; for, rather than I would suffer his flag to be worn in view of so many nations as were to behold it, I resolved to bury myself in the sea.

"The admiral, it seems, upon better advice, took in his flag, and stood immediately off to sea, firing a gun for the rest of the fleet to follow him. And thus I lost my guest the next day at dinner, as he had promised.

"This passage betwixt the admiral and me was observed from the shore, people beholding us to see the event. Upon my landing I met with Sciriago, the general of the Spaniards, who in the time of queen Elizabeth was employed under Mendoza, the ambassador of Spain. He told me hat if the Hollanders had worn their flags, times had been strangely ltered in England, since his old master, King Philip II., was shot at y the lord-admiral of England, for wearing his flag in the narrow seas, vhen he came to marry Queen Mary."

These disputes continued many years; though through the vigilance of ir William Monson, the Dutch were defeated in all their pretensions, nd the naval superiority of the British flag fully maintained; yet the reublic of Holland kept up a spirit of resentment, which often broke out nto acts of violence, and which does not appear to have been so decisively hecked, as it would have been in the preceding reign.

The only naval action worthy of record during this reign appears to ave been an attempt upon Algiers, in 1620, the incentives to which have een variously represented by different authors, some affirming that it was wing to the influence of Count Gondemar with King James, he having ersuaded his majesty to espouse the cause of the King of Spain, against e Turks; while others unite in attributing this expedition to the desire of e Duke of Buckingham, (who was then at the head of affairs,) to signaze his management of the naval department.

The fleet employed in this service, sailed from Plymouth, in the month f October, 1620, and consisted of six men of war, and twelve stout ships ired from the merchants. Of these Sir Robert Mansel, then vice-admiral f England, had the command in chief; Sir Richard Hawkins was vicelmiral; and Sir Thomas Button rear-admiral. On the 27th of November, ey came to an anchor in Algiers road, and saluted the town, but without ceiving a single gun in answer. On the 28th the admiral sent a gentlean with a white flag to let the Turkish viceroy know the cause of his ming; who returned him an answer by four commissioners, that he d orders from the grand Seignior to use the English with the utmost spect, and to furnish them with what provisions they wanted. Upon is a negociation ensued; the Turks refused to dismiss the gentleman first nt, unless an English consul was left at Algiers; and the admiral to rid mself of this difficulty, prevailed upon a seaman to put on a suit of od clothes, and to pass for a consul: this cheat not being discovered by e Turks, they sent forty English slaves on board the admiral, and proised to give him satisfaction as to his other demands; upon which he iled again for the Spanish coast, attended by six French men of war, the lmiral of which squadron had struck to the English fleet on his first joing it, which seems to have been the greatest honour, and perhaps, the eatest advantage too, that attended this whole expedition.

In the spring of the next year, another attempt to destroy Algiers, and burn the shipping in the mole was resolved upon; and accordingly early in May, the English fleet anchored before Algiers, and prepared for the execution of their design. For this purpose two ships which had been taken from the Turks, were filled with dry wood, oakum, pitch, brimstone, and other combustibles; and provided with chains, grappling-irons, and boats to bring off the men; next followed three brigantines, which the admiral bought at Alicant, with fire-balls, buckets of wild-fire, and fire-pikes to fasten their fire-works to the enemy's ships. They had also a gunlod, fitted up with fire-works, chains, &c. The gunlod was to be fired in the midst of the ships in the mole, having likewise a boat to bring off her men. Seven armed boats followed to sustain those of the fire-ships, in case they were pursued at their coming off. These were likewise furnished with fire-works to destroy the ships without the mole. The wind not being favourable, the attempt was put off till the twenty-fourth, when blowing at S.S.W. the ships advanced with a brisk gale toward, the mole; but when within a musket shot of the mole's head, the wind died away, and it grew so calm they could not enter. However, the boats and brigantines finding they were discovered by the brightness of the moon; and being informed by a christian slave, who swam from the town, that the Turks had left their ships unguarded, with only a man or two in each of them, they resolved to proceed, but performed little or nothing, and then retired with the loss of six men. After a short stay, they put to sea, and in the month of June returned to England. This enterprise had no other effect, than that of exposing our commerce to the insults of the Algerines, who did considerable mischief. Two other fleets were afterwards sent against them one under the command of Lord Willoughby, and the other under that of the earl of Denbigh, which however did but little service.

In 1623 the massacre of Amboyna took place, which, though not a naval affair, we feel called upon to notice, as from it may be dated our national hatred of the Dutch, which continued so long, and had such fatal effects. The account of this inhuman business we shall thus briefly state: A treaty between the united provinces and Great Britain was concluded in 1619, by which it was stipulated that the Dutch should enjoy two thirds of the trade of Amboyna, and the English one. Two years, however, had not elapsed, before the Dutch grew discontented with this arrangement, and under pretence of a plot, seized the principal persons, and by torture extorted from them some confessions, put numbers to death, and under show of clemency, discharged the others; seizing, however, on all the English factories in the Spice islands, by which means they engrossed to themselves that most valuable trade. That this was really a contrivance seems to be pretty plain, from the following circumstances:—

The English had only a house wherein the factory resided, whereas the Dutch were possessed of a very strong fort; the number of the former did not exceed twenty, the latter had above two hundred garrison soldiers in the castle, and eight stout ships riding in the port. The prisoners all denied, most solemnly, all knowledge of this pretended conspiracy, and would have taken the sacrament on the truth of what they said, but that it was refused them by the Dutch.

But we will transcribe the Dutch account of this matter, from which alone it is easy to perceive that the motive for this bloody outrage, was the exclusion of the English from the spice-trade :—

"This island was a long time the subject of dispute between the Dutch and English. The East India Company, who had made themselves masters of it, entered into a treaty with the English, for driving out the Portuguese and Spaniards; and by one of the articles of this treaty it was agreed, that they should furnish ten men of war for this purpose. They neglecting this armament, the Indians of Ternate taking advantage of the weakness which this omission of their's had occasioned, agreed to a suspension of arms, with the Spaniards; and having made an alliance with the King of Tidore, who was an enemy to the Dutch, attacked several islands dependant on Amboyna, and having made themselves masters of them, resolved to attack the citadel; and the English are said to have been concerned with them in this design, which was discovered by a Japanese. The governor heard from all sides, that the English had taken his citadel. Astonished at these reports, though false he put himself on his guard, and seized the Japanese, whom he suspected. This man confessed, that the English were engaged in a conspiracy against the governor; that the citadel was to be seized, and that the Japanese in the island had engaged to execute this project. The governor, without hesitation, arrested all who were accused of having any hand in this design. The English confessed, that their factor had sworn them upon the Gospel never to reveal the secret; which, however, they did, and signed their confessions, some freely, and the rest constrained thereto by the violence of the torture. They were all executed; and this is what is commonly called the massacre of Amboyna. The English have always maintained, that this crime was purely imaginary, and only made use of as a pretext to sacrifice their nation to the vengeance of a governor; and therefore they continued to demand satisfaction for this loss from 1623 to

1672, when, through the indifferent state of their affairs, they were glad to depart from it."

This affair, however, though it made a great noise, and created a general spirit of indignation throughout the British empire, does not appear to have been resented with the seriousness which it seems naturally calculated to excite, the chief notice of it being confined to expostulations with the republic of Holland. The reason of this must undoubtedly be sought in the peculiar situation of the nation at this period, and to the king's infatuated desire to bring about a marriage between his son, Prince Charles, with the Princess of Spain; to the chimerical advantages of which proposed match, he sacrificed, not only the glory of his kingdom, and the affections of his people, but even the interest of his family, which he thus sought to promote.

The total breaking off of this Spanish marriage, at last gave rise to a war with that kingdom, in the midst of the preparations for which, King James expired, in the 59th year of his age, and the 23d of his reign; leaving, in despite of his pacific character, the maritime force considerably improved since the reign of his predecessor.

In most of our naval histories we have a list of nine ships added to the royal navy of England by this prince, which stands thus:—

SHIPS.	MEN IN HARBOUR.	MEN AT SEA.
Reformation	9	250
Happy Entrance	7	160
Garland	7	160
St. George	9	250
Mary Rose	6	120
Triumph	12	300
Swiftsure	9	250
Bonaventure	7	160
St. Andrew	9	250

This list, however, is incomplete, since no mention is made therein of a ship called the Prince, the largest vessel built during this king's reign, and of which the following account is given, in Camden's Historical Annals of the reign of James I.:—

"This year, 1610, the king built a most goodly ship for war, the keel whereof was one hundred and fourteen feet long, and the cross beam was forty-four feet in length, she will carry sixty-four pieces of great ordnance, and is of the burden of fourteen hundred tons. This royal ship is double built, and is most sumptuously adorned within and without, with all manner of curious carving, painting, and rich gilding, being in all respects the greatest and goodliest ship that was ever built in England; and this glorious ship the king gave unto his son Henry, Prince of Wales. The 24th of September, the king, the queen, the Prince of Wales, the Duke of York, and the Lady Elizabeth, with many great lords, went unto Woolwich to see it launched; but, because of the narrowness of the dock, it could not then be launched; whereupon the prince came the next morning by three o'clock, and then, at the launching thereof, the prince named it after his own dignity, and called it the Prince. The great work-master in building this ship was Mr. Phineas Pet, gentleman, some time master of arts of Emanuel College, Cambridge."

The first large vessel in the East India trade was launched in this reign, being of the burthen of twelve hundred tons, and was named by the king himself, who went on board her, the Trade's Increase. A pinnace, of two hundred and fifty tons, which was built at the same time, his majesty named the Pepper-corn.

At the first accession of James, and at the peace taking place, which had been so anxiously desired by the nation, the English merchants embarked largely in foreign trade; but though they saw the advantage of having large and stout ships, they were for a time content to hire them from other nations. Our shipping, therefore decayed, as our trade increased; till, in the year 1615, there were actually not more than ten ships of two hundred tons belonging to the port of London. Upon this, the Trinity-house petitioned the king, setting forth the dreadful consequences that would result, in the decay of our naval power; and though they were at first opposed by the merchants and traders, the latter were at last brought to see their own interest, and a proclamation was issued, forbidding any English subject to export or import, except in English-built vessels. This occasioned the building of many larger vessels than had as yet been employed, and there were soon merchantmen of three, four, and five hundred tons, belonging to different British ports, that of Newcastle alone having upwards of a hundred vessels, of above two hundred tons burden; so that, before the death of King James, our trade was so far increased, as to be little, if at all, inferior in maritime force to our competitors the Dutch.

ONE of the most distinguished characters of this reign, and of whom, as the great promoter of naval discoveries, and most able seaman of his time, it is our province to speak, was SIR WALTER RALEIGH, who was born in 1552, at a farm called Hayes, in Devonshire. At an early age he went over to France, and engaged in the cause of the Protestants in that kingdom: he then passed into the Netherlands, where he served against the Spaniards; and having greatly improved his skill as a soldier, and added considerably to his general knowledge, he returned home, in 1578; and finding his half brother, Sir Humphrey Gilbert, engaged in a design of making discoveries in North America, he cordially embarked in it, and resolved to accompany him in person.

This, however, proved an unfortunate undertaking; for they not only missed the discoveries they thought to have made, but were on their return attacked by the Spaniards, and though they made a brave defence, they lost one of the best ships in their small fleet. From this unlucky adventure, Mr. Raleigh arrived safe in England in the spring of 1579.

In 1580, he received a captain's commission under the President of Munster, in Ireland; and having performed many valuable services, he was appointed joint governor of Munster, and was farther rewarded by the grant of a large estate.

In 1583, he was concerned in his brother Gilbert's second voyage of discovery; and though he went not in person, yet he built a new ship, called the Bark Raleigh, and furnished it completely for the enterprise; the unsuccessful end of which it seemed to predict, by its untimely return in less than a week to Plymouth, through a contagious distemper which seized on the ships crew. Yet did not either this accident, or the loss of his brother, Sir Humphrey, which we have before related, drive from Mr. Raleigh's thoughts a scheme so beneficial to his country, as these northern discoveries seemed to be. He therefore, digested into writing, an account of the advantages which he supposed might attend the prosecution of such a design; and having laid his paper before the council, obtained her majesty's letters patent in favour of his project, dated the 25th of March, 1584.

Raleigh was not long before he carried his patent into execution; having made choice of two commanders, Captain Philip Amadas and Captain Arthur Barlow, he fitted out their vessels with such expedition, though entirely at his own expence, that on the 27th of April following, they set sail from the west of England, for the coast of North America; where they arrived in the month of July, and took possession of that fine country, which has been since so famous by the name bestowed on it by Elizabeth, and not given, as is generally surmised, by Sir Walter Raleigh—Virginia.

About this time, he was chosen knight of the shire, for the county of Devon; and received the honour of knighthood. In 1585, Sir Walter Raleigh fitted out a second fleet for Virginia, in which he had very good success; his ships in their return taking a Spanish prize worth fifty thousand pounds. He was likewise concerned in Captain Davis's undertaking, the discovery of the north-west passage; for which reason a promontory in Davis's Streights was called Mount Raleigh. Encouraged by the repeated bounty of the queen, he fitted out a third fleet for Virginia, and two barks to cruise against the Spaniards near the Azores, which were so successful, that they were obliged to leave many of their prizes behind them. This good fortune of his abroad, was so improved by his prudent behaviour at home, that the queen, in the latter part of the year 1586, made him seneschal of the duchies of Cornwall and Exeter, and lord-warden of the stannaries in Devonshire and Cornwall.

In 1587, Sir Walter fitted out a fourth fleet for Virginia, and in 1588, a fifth; but neither had any great success, notwithstanding all imaginable care was taken to provide them thoroughly in all respects, and to employ none in this service but men of resolution and reputation.

When the nation was alarmed with the news of the famous Spanish Armada, Sir Walter Raleigh was one of the council appointed to consider of ways and means for repulsing those invaders. He did not, however, confine himself merely to giving advice; but, as he had often fitted out ships for his country's honour and his own; so he now did the like for its defence; and not satisfied with that, he exposed also his person among the many noble volunteers who went to sea upon that occasion, and performed such signal services in the attack and destruction of that formidable fleet, as recommended him further to the queen's favour.

About this time, he made an assignment of all his right and interest in the colony of Virginia, to certain merchants of London, in hopes they might be able to carry on a settlement there more successfully than he had done. He had already spent more than forty thousand pounds in his attempts for that purpose; and yet it does not appear that he parted with his property, either out of prospect of gain, or through an unwillingness to run any further hazard; for, instead of taking a consideration, he gave them an hundred pounds towards their first expences: neither did he make any reserve, except the fifths of all gold and silver mines. All his view was to engage such a number of joint adventurers, as by their concurring interests and industry might strengthen his infant colony, and enable it to reach the end which he had designed; and with this view he continued to assist the company with his advice and protection.

time, it is our province to sp [illegible] assist Don Antonio of Portu
born in 1552, at a farm [illegible] have already spoken, Sir Wal
he went over to Franc [illegible] and took a share in the expedition; b
that kingdom: h [illegible] which personally respect him, exce
against the Sp [illegible] hulks belonging to the Hanse Towns; for whic
and added [illegible] received, as a mark of the queen's favou
1578; a [illegible] the next year, he made a voyage to Ireland, and towar
design [illegible] formed the design of attacking the Spaniards in the We
it, a [illegible] the Plate fleet, and sacking Panama. This enterprise, lik
[illegible] of Portugal, was partly at the queen's charge, and partly at that o
r [illegible] private persons; among whom the principal were Sir Walter Raleigh, an
Sir John Hawkins; the former intending to go in person, as commande
in chief of the fleet, which consisted of two of the queen's ships, an
thirteen sail besides. Many accidents happened, which detained thes
ships on the English coast for twelve weeks; but, at last, Sir Walte
Raleigh sailed on the 6th of May, 1592. The very next day Sir Marti
Forbisher followed, and overtook him with the queen's letter to recal him
but he, thinking his honour too deeply engaged, continued at sea till al
hopes of success was lost, and then returned; leaving the command o
the fleet to Sir Martin Forbisher, and Sir John Burgh, or Burrough, wit
orders to cruize on the coast of Spain, and the islands. In pursuance o
these orders, Sir John Burgh happily made himself master of the Madr
de Dios, or Mother of God, one of the largest ships belonging to th
crown of Portugal, which he brought safely into the port of Dartmouth, o
the 7th of September in the same year. This is said to have been th
most considerable prize taken during that war, and therefore we shal
give a particular accountof it.

This carrack was in burden no less than sixteen hundred tons, whereo
nine hundred were merchandise; she carried thirty-two pieces of bra
ordnance, and between six and seven hundred passengers; was built wit
decks, seven story, one main orlope, three close decks, one fore-castle
and a spare deck of two floors a piece. She was in length, from the beak head
to the stern, one hundred and sixty-five feet; in breadth, nearly forty-seve
feet; the length of her keel, one hundred feet; of the main-mast, one hundre
and twenty-one feet; its circuit at the partners, nearly eleven feet; an
her main yard one hundred and six feet. As to her lading, according t
the catalogue taken at Leadenhall, the 15th of September this year, th
principal wares consisted of spices, drugs, silks, calicoes, carpets, quilt
cloth of the rind of trees, ivory, china ware, ebony, pearl, musk, civet
ambergris, and many other commodities. The cargo freighted ten of our shi

for London; and was valued at one hundred and fifty thousand pounds sterling.

While Sir Walter remained at home, his great genius displayed itself in all the employments of a worthy citizen; he shone in the senate as a patriot; and was the patron and protector of learned men, the great encourager of all public undertakings, and one of the queen's declared favourites at court. It was here that Sir Walter Raleigh found himself at a loss. He became enamoured of Mrs. Throckmorton, one of the queen's ladies of honour; and the consequences proved such as could not be concealed. The queen, though she had passed by errors of a like nature in Leicester and Essex; yet punished this *faux pas* of Raleigh's very severely.

Sir Walter now meditated a greater design than any he had undertaken while in the queen's favour; and that was the discovery of the rich and spacious empire of Guiana, a noble country in South America, which the Spaniards had then only visited, and to this day have never conquered. From the time he first entertained this notion, he made it his business to collect whatever information might be had relating to this place, and the means of entering it. When he thought himself master of the subject, he drew up instructions to Captain Whiddon, an old experienced officer, whom he sent to take a view of the coast; and who returned with a fair report of the riches of the country; the possibility of discovering and subduing it; and the treachery and cruelty of the Spaniards settled in its neighbourhood. This fixed Sir Walter in his resolution; and, having provided a squadron of ships, the expence of which was borne by himself, the Lord-high-admiral Howard, and Sir Robert Cecil, he prepared for this adventure.

On the 6th of February, 1595, he sailed from Plymouth, and arrived at the isle of Trinidad on the 22nd of March, made himself master of St. Joseph, a small city, and took the Spanish governor, Antonio Boreo, prisoner; who gave him a description of the neighbouring continent, and the trade in those parts, unknown before to the English. On this he left the ship at Trinidad; and with a hundred men, in several little barks, proceeded up the river Oronoque four hundred miles in search of Guiana: Carrapana, one of the petty kings of the country, and several others, resigning their sovereignties into his hand for the queen's use. But the weather was so hot, and the rains so violent, that he was forced to retire; in as much danger of being borne down by the rapid torrents of water, as crushed by the rage and power of his enemies. The inhabitants of Cumana refusing to bring in the contribution he assigned them to pay to save the town, he fired it, as also St. Mary's and Rio de la Hacha;

which done, he returned home with glory and riches. Sir Walter's confidence, however, in the success of this scheme, was not to be shaken by the failure of his first attempt; nor by the murmurs of discontent with which he was assailed on that account; for he fitted out two ships at his own expence, the Delight and Discoverer, which he sent, under the command of Captain Kemys, who had served in the former voyage, to renew the attempt; and Captain Kemys on his return, published such an account of the expedition, as ought to have converted all to Sir Walter's conviction, of the policy and practicability of making an English settlement of Guiana.

In 1596, we find Sir Walter Raleigh one of the council in the famous expedition to Cadiz, under the joint command of the Earl of Essex and the Lord-high-admiral Howard. The fleet arrived before Cadiz on the 20th of June, and the lord-admiral's opinion was to attack and take the town first, that the English fleet might not be exposed to the fire of the ships in port, and of the forts adjacent, at the same time. The council of war concurred with him in opinion, and a resolution was taken instantly to attack the town. Sir Walter Raleigh was not at this council; and the Earl of Essex was actually putting his men into boats, before Raleigh was acquainted with the design. As soon as he knew it, he went to the earl, and protested against it; offering such weighty reasons for their falling first on the galleons, and the ships in the harbour, that the earl was convinced of the necessity of doing it, and desired Sir Walter to dissuade the lord-admiral from landing. Sir Walter undertook it; and prevailed with him to consent, that the fleet should first enter the port, and fall on the Spanish galleons and gallies. When he returned to the Earl of Essex with the news, crying out aloud in his long-boat, *Entramos*, the earl flung his hat into the sea for joy, and prepared to weigh anchor. Sir Walter gave the lord-admiral a draught of the manner which he thought best to begin the fight. The admirals were to lead the main body of the fleet; and Raleigh, in the Warspight, had the command of the van, which was to enter the harbour; and consisted of the Mary Rose, under the command of Sir George Carew; the Lion, Sir Robert Southwell; the Rainbow, Sir Francis Vere; the Swiftsure, Capt. Cross; the Dreadnought, Sir Conyers Clifford, and the Nonpareil, Mr. Dudley. These were followed by the fly-boats and London hired ships, the Lord Thomas Howard leaving his own ship, the Mere Honeur, to go on board the Nonpareil.

On the 22d of June, Sir Walter weighed anchor, and bore in toward the Spanish fleet, which had thus disposed itself. Seventeen gallies were ranged under the walls of the city, that they might the better flank the English ships as they entered, and hinder them from passing forward to the galleons. The artillery from Fort Philip played on the fleet, as did the cannon from the curtain of the town, and some culverins scoured the channel. When the Spanish admiral, the St. Philip, perceived the English approaching under sail, she also set sail, and with her the St. Matthew, the St. Thomas, the St. Andrew, two great galeasses of Lisbon, three frigates, convoy to their Plate fleet from the Havannah, two argosies, very strong in artillery, the admiral, vice-admiral, and rear-admiral of Nuova Espagna, with forty other great ships bound for Mexico and other places. Of these, the St. Philip, the St. Matthew, the St. Andrew, and the St. Thomas, came again to anchor under the fort of Puntal, in the streight of the harbour which leads to Puerto Real. On the starboard side they placed the three frigates; behind them the two galeasses of Lisbon. The argosies, and the seventeen gallies, they posted to play on the English as they entered the harbour; and, behind these, the admiral, vice-admiral, rear-admiral of New Spain, with the body of the fleet; hoping by this great strength to defend the entrance; their line reached like a bridge over the streight, from point to point, and was guarded by the fort of Puntal. Sir Walter, in the van of the English, was saluted by Fort Philip, by the cannon on the curtain, and by all the gallies; but he scorned their fire, and answered with a flourish of trumpets, without discharging a gun. The ships that followed him beat so thick on the gallies, that they presently betook them to their oars, and got up to join the galleons in the streights. Sir Walter gave them several broadsides as they drove by him, and bore down on the St. Philip and St. Andrew, as more worthy of his fire. The Lord Thomas Howard came to an anchor by him; Sir Robert Southwell, in the Lion, did the same on the one side, and the Dreadnought and the Mary Rose on the other; the Rainbow lay on Puntal side; and thus they cannonaded each other for three hours. About ten o'clock the Earl of Essex, impatient to hear the noise of the guns and to be himself out of action, made through the fleet, headed the ships on the larboard side of the Warspight, and anchored as near Sir Walter as possible. Raleigh kept always closest to the enemy, and stood single in the head of all. Sir Walter now went in his skiff to the admiral, desiring that the fly-boats which were promised him, might come up, and then he would board the enemy; if not, he would board them with the queen's ship, it being the same to him whether he sunk or burnt, and one of them would certainly be his fate. The earl of Essex, and the Lord Thomas Howard had assured him they would second him.

After a long and desperate fight, Sir Walter despairing of the fly-boats,

and depending on Lord Essex and Lord Thomas Howard's prom
assist him, prepared to board the Spanish admiral; which the l
sooner perceived, than she and the other ships ran ashore. The
and the St. Thomas they burnt; the St. Matthew and the St. Andre
saved by the English boats before they took fire. The English wer
ciful after their victory; but the Dutch, who did little or nothing
fight, put all to the sword, till their cruelty was restrained by Sir
Raleigh. The most remarkable circumstance in this affair, seem
the disproportion of the forces, the English having but seven ships
the Spanish fleet consisted of seventy-one. This great blow rende
taking of the city the more easy; which, however, was performed
by dint of valour than conduct, and with such an impetuosity, as
honour to the officers than to the soldiers. Sir Walter Raleigh, to
the chief honour of the naval victory was due, went ashore, though
ed, to have some share of this; but when he saw that all things w
confusion, he wisely returned on board the fleet.

The next morning Sir Walter sent to the lord-admiral for orders
low the Spanish West India fleet, outward-bound, lying then in
Real, where they could not escape him; but, in the hurry and con
this opportunity was slipt, and no answer was returned to his de
In the afternoon, the merchants of Seville and Cadiz offered two m
to save those ships; and while the bargain hung, the Duke of Medi
donia caused all that rich fleet to be burnt; and thus we
the fleets of New Spain, royal and trading, consumed, exce
St. Matthew and the St. Andrew, which were in possession
English. The town was very rich in merchandise and plate.
wealthy prisoners were given to the land commanders, who were en
by their ransom; but for Sir Walter, to use his own words, "he o
a lame leg and deformed; for the rest, he either spoke too late, or
otherwise resolved; he wanted not good words, yet had possess
nought but poverty and pain!"

In their return home they took Faro, in the kingdom of Algarve
Essex proposed some other enterprizes, in which he was opposed,
concurring opinions of the chief land and sea officers. Yet, on his
Essex published some objections in relation to this voyage; wherei
earl questions every body's conduct but his own. The queen, ho
made a right judgment of the whole affair, and paid a due respect to
man's merit, and to none greater than Sir Walter Raleigh.

After his return home, our hero again bethought him of his fi
project, the settling Guiana. And in order to further discoveries

ight lead thereto, he sent a stout pinnace, well freighted, under e command of Captain Leonard Berrie, which arrived there in the onth of March, 1597; and having entered into a friendly commerce with e inhabitants of the coast, and learned from them many particulars of e state and riches of the higher country, they returned again to the port 'Plymouth the 28th of June following.

We have before mentioned the expedition to the Azores, usually stiled e Island voyage, in which Sir Walter held a commission, under the Earl f Essex. It was during this voyage that the unfortunate disputes arose etween the Earl and Sir Walter, which terminated so fatally; and which ppear, solely to have originated in Essex's jealousy of the superior ability ad good fortune of Raleigh. A misfortune happened to the ship of the tter, in the Bay of Biscay, which obliged him to lay behind the fleet; nd, afterwards, when this accident was repaired, and he came to the ock of Lisbon, he met with a large number of ships and tenders, which ere by him conducted to the Azores. This signal service the creatures of ssex, by a sort of logic in which they were well practised, construed into a high offence; for, they pretended, that these vessels had quitted the neral, to wait on the rear-admiral; but, Sir Walter having convinced e earl, that these ships came to the rock of Lisbon, as the rendezvous pointed by himself; and that he finding them there, had brought them, became him, to attend upon his lordship; Essex had sense enough to pacified for that time: and it was soon after agreed in a council of war, at the general and Sir Walter Raleigh should land jointly on the island Fayal, where Raleigh waited four days for his lordship; but hearing thing of him, it was resolved, by such of the council as were less conrned for Essex's honour than the nation's glory, that Sir Walter should empt by himself, what it was settled they should jointly have performed, d he met with the success his efforts deserved; but Essex, on his arrival, got the public service, and thought of nothing but his own private grace; which vexed him so much, that he broke some of the officers ho had behaved gallantly under Raleigh; and some talk there was of ying him, and taking off his head; but, at last, by the mediation of rd Thomas Howard, who was vice-admiral, and Sir Walter's condeending to excuse his having done so much, before his lordship did any ing, matters were made up once again. The cashiered officers were stored; Raleigh returned to his care of the public service; and Essex oceeded in his mistakes. In consequence of these, they missed the 'est India fleet, though Raleigh had the good luck to take some prizes, e produce of which paid his men; so that he lost neither credit nor money by the voyage. On his return, though Essex is said to have foun means to throw the miscarriage of all his pompous promises on inevitabl accidents with the mob, and some of his creatures imputed them to Si Walter; yet these accusations would not pass with the queen, wh shewed Raleigh more favour than ever; even though he took less pains t vindicate himself, and testified more respect for the great earl that perhaps any other man would have done.

In the wild and fatal insurrection of Essex, in the year 1601, i appears Sir Walter rendered the queen great services; and though i has been affirmed that Sir Walter went beyond his duty, and took a malicious pleasure in witnessing the execution of his unfortunate adver- sary; yet this was afterwards proved not strictly true; as Sir Walter's friends asserted, with great probability, that the attendance of the latter on the scaffold, was occasioned by his foreseeing that the earl would wi to hold some communication with him before his death, which proved t be the case.

Of Sir Walter's real sentiments towards this unfortunate nobleman, th following letter, to Sir Robert Cecil, of which the original manuscript, i his own hand-writing, has been preserved, is the best proof:—

"SIR,

I am not wise enough to give you advice; but, if you take it f a good council to relent towards this tyrant, you will repent it when it shal be too late. His malice is fixt, and will not evaporate by any of your mil courses; for he will ascribe the alteration to her majesty's pusillanimity and not to your good-nature; knowing that you work but upon her humou and not out of any love towards him. The less you make him, the les he shall be able to harm you and yours. And, if her majesty's favou faile him, he will againe decline to a common person. For after-revenge fear them not: for your own father, that was esteemed to be the contriver Norfolk's ruin, yet his son followeth your father's son, and loveth hi Humours of men succeed not, but grow by occasions, and accidents time and power. Somerset made no revenge on the Duke of North berland's hearers. Northumberland that now is, thinks not of Hatto issue. Kelloway lives, that murdered the brother of Horsey, and Ho let him go by all his life-time. I could name you a thousand of th and, therefore, after-fears are but prophecies, or rather conjectures f causes remote. Look to the present, and you do wisely. His son be the youngest earl of England but one; and, if his father be now down, Will Cecil shall be able to keep as many men at his heels vered, and traced to the persons we have just mentioned, there grew a suspicion of Cobham; and in consequence of his intimacy with Raleigh, some doubts arose also as to him. Upon this, they were all apprehended; and Cobham, who was a timorous man, was drawn in to charge Sir Walter with several things in his confession. The enemies of Raleigh contrived to blend these treasons together; though they, or at least Cecil, knew them to be distinct things; however, what was deficient in proof was made up in force and fraud. The priests, Watson and Clerk, were first tried and convicted; so was Mr. George Brooke, who had been their associate; and on the 17th of November, 1603, Sir Walter Raleigh was tried at Winchester, and convicted of high treason, by the influence of the court, and the brawling Billingsgate eloquence of the attorney-general Coke, without any colour of evidence.

All that was ever pretended, in relation to his knowledge of the surprising treason or plot, to seize the king and his family, was the hearsay testimony of George Brooke, that his brother Cobham should say, "That it would never be well till the fox and cubs were taken off;" and afterwards, speaking to this Brooke, "That he, Lord Grey, and others, were only on the bye, but Raleigh and himself were on the main;" intimating that they were only trusted with lesser matters, but that the capital scheme, before mentioned, was concerted between him and Sir Walter. Yet, when Brooke came to die, as he did deservedly, upon his own confession, he recalled and retracted this circumstance, owning, that he never heard his brother make use of that phrase about the fox and cubs; which takes away, consequently, the credit of that other story grounded upon it.

Thus, out of his enemy's mouth, was proved the innocence of Sir Walter Raleigh, who constantly and judiciously, at his trial, distinguished between the treason projected against the king's person, and the conferences with Aremberg. The former he denied the least knowledge of; but, as to the latter, owned that Cobham had talked to him of a large present, in case he would be for a peace with Spain; and complained of the hardship of dying, for having once heard a vain man say a few idle things.

Though the law made no distinction between Sir Walter Raleigh and the rest who were involved in this treason, yet the king made a great deal; for he never signed any warrant for his execution; but laid aside all thoughts of taking away his life; and if Raleigh laboured some time under an uncertainty of this, it ought to be attributed rather to the malice of his potent adversaries, than to any ill intention in the king, of which no signs then appeared; and of the contrary, to which Sir Walter himself in s letters seem to be positive. In December, in the year 1607 leigh was remanded to the tower, and upon the petition of s wife, was allowed the consolation of her company; this in- lgence was followed by a grant, from the king, of all the goods and attels, which he had forfeited to the crown on his conviction, to trustees the king's appointing, for the benefit of his wife and children; and in reasonable time, his estate also was restored to him. By these repeated vours of the king, Raleigh began to hope that he should be again restored the condition from which he had fallen. But this was not to be; ano- er favorite of the court had sprung up, Sir Robert Carr, afterwards Earl Somerset; and this man discovering a flaw in the conveyance of Ra- gh's estate to his son, (which being prior to the attainder,) gave the own a paramount title to that which was understood, when the forfeiture s granted back to Sir Walter, and upon information in the court of chequer, judgment was given for the crown; and in 1609, a grant of that Raleigh had forfeited was made to the favorite.

Upon this occasion, it is authentically recorded that the lady of Sir alter, with her children, threw herself at the feet of the monarch, and th tears supplicated that their inheritance might not be taken from them; t to her pathetic entreaties, James, with his characteristic insensibility, plied in his broad Scots dialect—"Na, na! I maun ha' it for Carr!— maun ha' it for Carr!" Sir Walter Raleigh himself also addressed an ex- llent letter to Sir Robert Carr, in which he stated the hardship of his se, expostulated freely, yet without bitterness, about the wrongs done m, and entreated his compassion. All, however, availed nothing. Sir alter lost his estate, though he still encouraged hope.

During his imprisonment, he produced that splendid monument of his lents and industry, "the History of the World." He likewise employed considerable portion of time in the study of chemistry, and various her subjects beneficial to mankind. The patron of his studies, was Prince enry, the idol of the English nation while he lived; and the object of s universal lamentation by his untimely death. After his demise, Sir alter depended upon the queen, in whom he found a steady protectress hile the Earl of Somerset's power lasted; but he, by an intemperate use his authority, having rendered himself obnoxious to the law, Sir Walter w him his companion in the Tower, and his estates, by that favourite's rfeiture, once more in the hands of the crown. His enemies thus out the court, Raleigh was able to obtain the favour he had been long seek- g, which was, after thirteen years confinement, to get out of the Tower;

not to lead a lazy and indolent life in retirement, but to spend the latter part of his days as he had spent the first, in the pursuit of honour and in the service of his country; or, as he himself has expressed it in a letter to secretary Winwood, by whose interest chiefly this favour was obtained; "To die for the king, and not by the king, is all the ambition I have in the world."

Released from his long imprisonment, he returned to the object to which he had so long devoted his attention and talents, the settling of Guiana: indeed, such was the strong conviction on his mind, that this was an undertaking by which England would eventually reap the greatest advantages, that he had, during his confinement, at his own expence, held a constant intercourse with Guiana; sending out a ship every year, or every second year, to keep alive the hopes of the Indians as to the fulfilment of the promises he had made them, of coming to their assistance, and delivering them from the tyranny of the Spaniards. By these ships were brought over several natives of that country, with whom Sir Walter conversed in the Tower; and from whom he received the clearest and most distinct intelligence of the situation and richness of the mines. Upon these informations, he offered the scheme for prosecuting his discovery to the court, hree years before he undertook it in person; nor was there then any loubt as to the probability of the thing, or as to its lawfulness, notwithtanding the peace made with Spain; otherwise the king would not have made such grants as he did at the time; which shews that he was convinced Sir Walter had in his first voyage discovered and taken possession of that country for the crown of England; and that his subjects were justly entitled to any benefits that might accrue from this his discovery, without the least respect had to the pretensions of the Spaniards. At the time Sir Walter first moved the court upon this subject, the Spanish match was not thought of; but the wants of King James were then very pressing, and he may reasonably be presumed to have at this time placed as great hopes in this discovery as he did in that match; though, when he came to idolize this project afterwards, he grew somewhat out of conceit with Sir Walter's; so that, if he had pleased, he might, for seven hundred pounds, have had an ample pardon, and leave to relinquish his voyage; but he remaining firm, and the king feeling his necessities daily increasing, was yet willing that he should proceed in his enterprize, in hopes of profiting thereby, without losing the prospect he then had of concluding the Spanish match. Such was the situation of Sir Walter, and such the disposition of the court, when he was empowered by a royal commission, but at the expense of himself and his friends, to settle Guiana.

uch dispute has arisen among writers as to what sort of a commission
was with which Sir Walter was entrusted. According to some, it
ld have been under the great seal of England, and directed, "To our
y and well-beloved Sir Walter Raleigh, knight;" and according to
rs, and indeed according to the account given by King James him-
it was under the privy-seal, and without those expressions of trust or
e. But be this as it may, it was a legal commission; and, though
formal expressions of grace and trust were omitted, yet the
rs granted him are very extensive in themselves, and as strongly
n as words can express; so that Sir Walter had every reason to
eive, that this patent implied a pardon.—By one clause he is con-
ed general and commander in chief in this enterprize. By another he
pointed governor of the country he is to settle. By a third he has a
r rarely entrusted to our admirals now, that of exercising martial law
ch a manner as the king's lieutenant-general by sea or land, or any of
eutenants of the counties of England had. It cannot, therefore, for a
ent be supposed, that, when this commission was granted, Sir Walter
gh was looked upon as a condemned man; and, we therefore think,
ir Francis Bacon's opinion, when Sir Walter consulted him whether it
l not be advisable for him to give a sum of money for a pardon in common
, answered like an honest man, and a sound lawyer; "Sir, the knee-
r of your voyage is money; spare your purse in this particular; for
my life you have a sufficient pardon for all that is passed already,
ing having under his broad seal made you admiral of your fleet, and
you power of the martial law over your officers and soldiers."

defray the expences of the fleet necessary for this vast undertaking,
alter employed his whole fortune, and even prevailed upon his wife
ll her estate at Mitcham for the same purpose; which, with the
sive aid of his friends, enabled him to provide seven vessels; of
the following is a list:—

e admiral, a fine, new, stout ship, built by Raleigh himself, called
estiny, of four hundred and forty tons, and carrying thirty-six pieces
nnon. On board it were Sir Walter Raleigh, and his son Walter,
ptain, and two hundred men, whereof eighty were gentlemen-volun-
and adventurers, most of them Sir Walter's relations; which number
fterwards increased; the Jason of London, two hundred and forty
and twenty five pieces of ordnance, Captain John Pennington, vice-
al, eighty men; the Encounter, one hundred and sixty tons,
teen pieces of ordnance, Edward Hastings, Captain; but he, dying
e Indies, was succeeded by Captain Whitney; the Thunder, one

hundred and fifty tons, twenty pieces of ordnance, Sir Warham Sentleger, Captain, six gentlemen, sixty soldiers, and ten land-men; the Flying Joan, one hundred and twenty tons, fourteen pieces of ordnance, John Chidley, captain, twenty-five men; the Southampton, eighty tons, six pieces of ordnance, John Bayly, captain, twenty-five mariners, two gentlemen; the Page, a pinnace, twenty-five tons, three rabnets of brass, James Barker, captain, and eight sailors. But before Raleigh left the coast of England, he was joined by as many ships more; so that his whole fleet consisted of thirteen sail, beside his own ship. And, though we cannot be particular in the remaining part, we may yet learn thus much of it; that one ship, named Kemys the Convertine, was commanded by Captain Kemys; another, called the Confidence, under the charge of Captain Woolaston; a shallop, named the Flying Hart, under Sir John Ferne; two fly-boats, under Captain Samuel King and Captain Robert Smith; and a caravel, with another named the Chudley.

With part of this fleet Sir Walter sailed from the Thames, on the 28th of March, 1617; but it was July before he left Plymouth with his whole fleet; after which, he was forced to put into Cork through stress of weather, and remained there till the 19th of August. On the sixth of September, he made the Canaries, where he obtained refreshments, and a certificate from the governor, that he had behaved with great justice and equity.

Thence he proceeded to Guiana, where he arrived in the beginning of November. He was received with the utmost joy by the Indians, who rendered him all the service that could be expected from them, and would have persuaded him to end all his labours by remaining there, and taking upon him the sovereignty of their country; which, however, he refused. His extreme sickness hindered him from undertaking the discovery of the mine in person; and obliged him to intrust that important service to Captain Kemys. For this purpose he ordered, on the fourth of December, five small ships to sail into the river Oronoque; on board which were five companies, of fifty men each; the first commanded by Captain Parker, the second by Captain North, the third by Mr. Raleigh, the fourth by Captain Prideaux, the fifth by Captain Chudley; Kemys, who was to conduct them, intended to have gone to the mine with only eight persons, but Sir Walter Raleigh thought this too great a hazard, and wrote him the following letter:—

"KEMYS,

Whereas you were resolved, after your arrival into the Oronoque, to pass to the mine with my cousin Herbert and six musqueteers, and to that

nd desired to have Sir John Ferne's shallop ; I do not allow of that
ourse ; because you cannot land so secretly but that some Indians on the
ver side may discover you, who giving knowledge thereof to the Spa-
iards, you may be cut off before you recover your boat. I therefore advise
ou to suffer the captains and companies of the English, to pass up west-
ard of the mountain Aio, from whence you have no less than three miles
the mine, and to encamp between the Spanish town and you, if there
any town near it; that being so secured, you may make trial what depth
d breadth the mine holds, or whether or no it will answer our hopes;
nd if you find it royal, and the Spaniards begin to war upon you, then
t the serjeant-major repel them, if it is in his power, and drive them as
r as he can : but if you find the mine is not so rich as to persuade the
lding of it, and it requires a second supply, then shall you bring but a
sket or two, to satisfy his majesty that my design was not imaginary,
t true, though not answerable to his majesty's expectation ; for the
antity of which I never gave assurance, nor could. On the other side,
you shall find any great number of soldiers are newly sent into the Oro-
que, as the Cassique of Caliana told us there were, and that the passages
e already enforced, so as without manifest peril of my son, yourself, and
e other captains, you cannot pass towards the mine ; then be well ad-
sed how you land, for I know (a few gentlemen excepted) what a scum
men you have ; and I would not for all the world receive a blow from
e Spaniards to the dishonour of the nation."

Captain Kemys, in obedience to this order, landed his men in the night,
mewhat nearer the mine than he intended. They presently found the
aniards had notice of their coming, and were prepared to receive them;
hey fired at the English both with their great and small arms, and the
glish landed ; drove the aggressors to the town ; entered it with them ;
d plundered it. Mr. Raleigh, the admiral's son, was killed in the ac-
n. Captain Kemys made up the river with his vessels ; but in most
aces near the mine he could not get within a mile of the shore, the river
s so shallow ; and where they could have made a descent, vollies of
sket shot came from the woods on their boats ; and Kemys did not pro-
ed to the mine, saying in his excuse, that the English could not defend St.
omas, the town they had taken ; that the passages to the mine were
ick and impassable woods ; and that supposing they had discovered the
ine, they had no men to work it. For these reasons, he concluded it
s best not to open it at all. On Kemys's return, Raleigh told him he
d undone him, and wounded his credit with the king past recovery ;

Hundred and fi[illegible]
Captain, six
Joan, one
Chidley,
pieces o
men;
Bark
Eng
cor
b
t

[illegible] so deeply [illegible] that he went into his cabin, from [illegible] report of a pistol was heard. Upon a boy's going [illegible] knew whence it proceeded, he said he fired it [illegible] whether he [illegible] long charged. About two hours after, however, [illegible] found dead, with a great deal of blood under him; and upon [illegible] discovered he had first shot himself, and the wound not [illegible] he had thrust a knife after the ball. [illegible] Sir Walter, when he heard his son was slain, said, that he mattered not the losing of a hundred men, so his reputation had been saved. He is blamed for not going up the river himself, which his indisposition would not suffer him to do. Kemys was nine weeks searching the river, all which time his master staid at Punta de Gallo, nearer death than life: yet the misfortunes and disappointments he met with did not alter his resolution of returning home, though several of his men were for landing and settling themselves at Newfoundland; others were for going to Holland; but the major part of his company were of his own opinion, to come back to England, happen what would: so, rather like a prisoner than a general, he arrived with his leaky ships, first at Kinsale, in Ireland, and then at Plymouth.

Immediately after his coming to Ireland, a proclamation was issued, setting forth the king's disapprobation of Sir Walter's conduct; and requiring such as were acquainted with any particulars, should give information of them to the council. This proclamation was dated the 11th of June.

In the beginning of July, Sir Walter landed at Plymouth, and hearing of this proclamation, he resolved to surrender himself; but, as he was on the road to London, he was met by Sir Lewis Stucley, his kinsman, whom the court had made choice of to bring him up a prisoner. This man appears to have acted very deceitfully; for he either suggested, or at least encouraged, a design Sir Walter had framed for making his escape, and when he had so done, he basely betrayed him. It was then objected to Sir Walter, that he meant to convey himself to France, and had actually entered into some unjustifiable correspondence with the French king; but, in reality, all that Sir Walter intended, was to have gone back again to Guiana, in order to efface the memory of his late miscarriage, by a happier undertaking. On his second apprehension, he was carried to the Tower, from whence it was already settled he should never be released but by death. Commissioners were appointed to enquire into the matter, who finally reported, that no ground of legal judgment could be drawn from what had passed in his late expedition. Upon this, it was resolved call him to judgment upon his former sentence, which was accordingly one, with all the circumstances of iniquity and brutality that can be well conceived. He was taken out of his bed in the hot fit of an ague, and rought to the bar of the court of King's Bench, where Sir Henry Mon-ague, the chief justice, ordered the record of his conviction to be read, nd then demanded what he had to offer why the execution should not be warded. To this, Sir Walter pleaded his commission, which was mmediately over-ruled: next, he would have justified his conduct in Guiana, but that the court would not hear; and so execution was awarded, and the king's warrant for it produced, which had been signed and sealed before-hand.

As the method of bringing this great man to death was violent and unjust, so the manner was hasty and inhuman. The very next day, being Thursday, the 29th of October, 1618, and the Lord-mayor's day, Sir Walter was carried by the sheriffs of Middlesex, to suffer in the Old-palace-yard.

On the morning of the execution he ate his breakfast heartily, smoked his pipe, and seemed as much composed as if he were only preparing to take a journey. On the scaffold he maintained the same firmness, and plainly told Dr. Tounson, who had expostulated with him upon his contempt of death,—that he never feared death, and much less now, for which he blessed God; that as to the manner of it, though to others it might seem grievous, yet, for himself, he had rather die so than in a burning fever! He conversed freely with some of the nobility, who were there to see him die; justified himself from the charges brought against him, and vindicated his loyalty, even to the unfeeling and pusillanimous prince who had thus sacrificed him.

His kinsman, Stucley, one of the unworthy instruments who betrayed him, met with a fate which his treachery richly deserved; for being detected in Whitehall, clipping the gold bestowed upon him for this infamous act, he was tried and condemned for it; and, having stripped himself of all he possessed, to enable him to purchase a pardon, he went to hide himself in the isle of Lundy, where he died, both mad and a beggar, in less than two years after the execution of the noble subject of this memoir.

CHAP. IX.

The Naval History of England, during the reign of Charles I.

CHARLES, the only son of James, succeeded to the throne in 1625. His father left him in a situation greatly incumbered at the time of his decease; for the government was deeply in debt; a war with Spain was just begun; and his prime-minister, Buckingham, who had been likewise his father's, was generally hated. In this state of public affairs, every thing was subject to wrong constructions. Eight thousand men, raised for the service of the Palatinate, were ordered to rendezvous at Plymouth. The behaviour of these troops was very licentious; and the clamour of the public grew very loud. The king, to remedy this evil, granted a commission for executing martial law; which, tended rather to increase the public discontent. The king's marriage with Henrietta Maria, daughter to Henry IV. of France, had been concluded during the life-time of James; and after his decease, the king was married to her by proxy. In the month of June, 1625, Buckingham went to attend her with the royal navy, and brought her to Dover; from thence she came to Canterbury, where the marriage was consummated; and, on the 16th of the same month, their majesties entered London privately, the plague daily increasing in the suburbs.

This marriage, however, was rendered obnoxious to the people, by the following circumstances, which, as they appertain entirely to naval affairs, we shall relate at length.

The ambassador from France, having represented to Charles, that the power of the Catholic king in Italy was dangerous to all Europe; that his master was equally inclined with his Britannic majesty to curtail it; but, that wanting a competent maritime force, he was desirous of borrowing from his majesty a few ships to enable him to execute the design he had formed against Genoa. To this the king assented; and it was agreed, that the Great Neptune, a man of war, commanded by Sir Ferdinando Georges, and six merchant ships, of three and four hundred tons burden each, should be lent to the French. Soon after this agreement, the Rochellers made an application here, signifying, that they had just grounds to apprehend, that this English squadron would be employed for destroying the Protestant interest in France, instead of diminishing the King of Spain's power in Italy.

The Duke of Buckingham, aware that this would be little relished by Captain Pennington, who was appointed admiral of the fleet, and the owners of the ships; gave them private instructions, contrary to the public contract with France, whereby they were directed not to serve against Rochelle; but, upon their coming into a French port in the month of May, they were told by the Duke of Montmorency, that they should serve against Rochelle; upon which, the sailors on board the fleet signed what is called by them, a Round Robin, that is, a paper containing their resolution not to engage in that service, with their names subscribed in a circle, that it might not be discerned who signed first.

Upon this Captain Pennington weighed anchor, and returned with the whole squadron to the Downs; from whence he dispatched a letter to Buckingham, desiring to be excused from this service, to which he received an answer from the secretary of state, commanding him to put all the ships into the hands of the French. This not being complied with, however, Buckingham surreptitiously obtained from the king, who was ignorant of the design upon Rochelle, his letter to Pennington to the same effect; and in the month of August, he again sailed for Dieppe, where, according to his instructions, the merchant-ships were delivered to the French; but Sir Ferdinando Georges, who commanded the king's ship, weighed anchor, and put to sea: and so honest were all the seamen on board that, except one gunner, they all quitted their ships, and returned to England. This affair, so dishonourable to the nation, and so contrary to the intention of the king, made a great noise, and eventually formed an article in the impeachment against the duke of Buckingham.

In the mean time the design of attacking Spain still went on, and a stout fleet was provided for that purpose; but Buckingham, as lord-high-admiral, having the supreme direction of that affair, the nation looked upon it with an evil eye, and were not so much displeased at its miscarriage, as glad of an opportunity of railing at the duke, and at those, who by his influence, were intrusted with the command of the fleet, the war indeed with Spain, was chiefly of the duke of Buckingham's procuring; and seems to have proceeded more from his personal distaste to Count Olivarez, than any honourable motive; however, after it was begun, it ought, certainly, to have been prosecuted; because, though he acted from private pique, yet, without question, the nation had been grievously injured by the Spaniards; there were, therefore, sufficient grounds for taking all the advantages our naval power and alliance with the Dutch gave us, as well as of the weakness of the enemy, and their firm persuasion, that, whatever we might pretend, we should not actually proceed to hostilities. But though this was his own war and he had engaged the king to draw together a great force, yet, when all things were ready, and the fleet on the point of going to sea, the duke declined the command and resolved to send another person in his stead, which had a very ill effect upon the whole design.

Sir Edward Cecil, was the person of whom the duke made choice for this command; an old soldier, it is true, but no seaman, and therefore not at all qualified for the direction of such an undertaking. The earls of Essex and Denbigh were appointed his vice and rear-admirals; and that he might be the fitter to command men of such quality, he was created baron of Putney and viscount Wimbleton, and had likewise the rank of lord-marshal.

The force employed was very considerable, *viz.* eighty ships, English and Dutch, and ten good regiments; and if this expedition had been properly executed, it might have turned to the benefit of the nation and the honour of the king and ministry. The Spanish plate-fleet was then returning home with above a million on board; and if they had gone to Tercera, they must infallibly have been masters of them; and, by the destruction of fifty or sixty galleons, crushed the maritime power of Spain for at least a century. But the fleet did not sail till October, and then they went upon no settled scheme; all was left to the discretion of men, who, in reality, were incompetent to the task; and besides, were, in point of opinion, divided among themselves.

On the 7th of October, 1625, the admiral sailed from Plymouth, but when the fleet had proceeded some leagues to sea, their ships were separated by a storm; and were many days before they came together to their appointed rendezvous off Cape Vincent. On the 19th of October, a council was held, and it was resolved to attack Cadiz, which they did on the 22d of October. The earl of Essex stood into the bay, where he found seventeen good ships riding under the town, and eight or ten gallies; these he bravely attacked, but for want of proper orders and due assistance, the Spanish ships were suffered to retire to Port Real, whither the lord-marshal did not think fit to follow them. He, however, landed his military forces, took the fort of Puntal, and proceeded to attempt the town; but the soldiers, unfortunately becoming masters of too much wine, got excessively drunk, and became so careless, that if the enemy had been vigilant enough to have taken this advantage, few of them had returned home. The fright into which this put their officers, determined them to reimbark their forces.

In the month of December the fleet returned home, having on board scarcely hands enough to work it, owing to an infectious sickness that had prevailed; when a charge was exhibited against the admiral by the

Earl of Essex, and other officers, accusing him of not calling councils, but acting of his own head; Lord Wimbleton justified himself in a long answer to their charge; but both these pieces serve only to show that want of experience and unanimity in the officers, was the cause of the failure of this expedition. The discontent of the people was considerably increased by these proceedings, and their hatred of Buckingham, to whom they attributed every miscarriage, was without bounds.

While the clamour for the want of success attending the fleet still existed, the duke of Buckingham fell into another error in the execution of his office as lord-high-admiral at home. Vexed at the noise that had been made about the merchant ships put into the hands of the French, and employed against Rochelle, he took occasion, in the latter end of the year 1626, to cause a French ship, the St. Peter, of Havre de Graee, to be arrested. The pretence was, that it was laden with Spanish effects; which the French denied, and asserted, that all the goods in the ship belonged to French merchants, or to English and Dutch. Upon this a commission was granted to hear evidence as to that point; and it appearing plainly there was no just ground of seizure, the ship was released; but not before the French king made some reprisals, which so irritated the nation, that this also was made an article in the duke's impeachment. The matter, however, was compromised between the two kings, and the friendly correspondence between their subjects, for a time, restored; but, at the bottom, there was no cordial reconciliation: and the quarrel broke quickly out again, with worse symptoms than ever.

The war in which Charles was engaged, in order to have procured the restitution of the Palatinate to his brother-in-law, had brought him into a league with Denmark, which obliged him to send a squadron of ships to that king's assistance; and this being attended with small success, he was called upon for further supplies. His parliaments were little inclined to assist him, because he would not part with Buckingham; and he was obliged to have recourse to such methods for supply, as his lawyers assured him were justifiable. Among the rest, he obliged all the sea-ports to furnish him with ships; from London he demanded twenty, and of other places in proportion. The inhabitants, who had no immediate dependence upon trade, quitted their residences in maritime places, and thus increased the burden of those who staid behind; and, in consequence of their remonstrances, a proclamation, requiring such as had quitted the sea-coast to return immediately to their former dwellings, was instantly issued; and this it was, gave rise to the disturbances in this unfortunate reign.

Notwithstanding these domestic discontents, and the embarrassments consequent upon the wars in which the king was already engaged, the rash management of the Duke of Buckingham, precipitately involved him in another with France. The foreign servants of the queen, who were Roman Catholics, had committed themselves in matters relating to their religion, and induced her majesty to take some extravagant steps; upon which Buckingham prevailed on the queen to dismiss them, which she did the 1st of July, 1626; and Lord Carleton was despatched to the court of France, to represent the reasons for this measure; but the French king refused him an audience, and immediately seized one hundred and twenty English ships, which were in his ports, with which he beseiged Rochelle.

The inhabitants of that place applied to King Charles for his support; a fleet of thirty sail, under the command of the Earl of Denbigh, was equipped for their relief; but this being so late in the year as the month of October, his lordship found it impracticable to execute his commission; and, after continuing some time at sea in hard weather, he returned into port, which not only disappointed the king's intention, but also blemished his reputation; for the Rochellers began to suspect the sincerity of this design, and doubted whether he really intended to assist them or not.

In 1627, the Duke of Buckingham caused a great fleet to be fitted out; and, collecting an army of seven thousand men, determined to go himself, as admiral, and commander-in-chief; with this fleet he sailed from Portsmouth the 27th June, and landed on the island of Rhe, on the last of July, not without strong opposition from Mr. de Toyras, the French governor, whom he forced to retire. Upon this occasion, the English fell into the very same errors which they had committed in the Cadiz expedition. The fort of la Pré, which covered the landing-place, they neglected, though it might have been taken without any trouble; and was a place of so great consequence, that if it had been in the hands of the English, it would have prevented the French from obtaining supplies. At first the French court was exceedingly alarmed; and, it is said, the king fell sick upon it; but their terrors quickly diminished, when they were informed the duke had no great capacity as a commander, and too much pride to take advice.

The town of St. Martin's, however, was speedily taken by the English, and the duke then invested the citadel; though he had given evident proofs of his want of military skill in the management of the siege. On the 6th of November, he made a general assault; when it appeared the place was impregnable, at least to forces under such circumstances as his were; and in two days after he resolved upon a retreat, which was as ill conducted as the rest of the expedition. It was made in the sight of an enemy as strong in foot, and more numerous in horse than themselves, over a narrow causeway, with salt pits on each side: yet there was no precaution taken by erecting a fort, or so much as throwing up an entrenchment to cover the entrance of the passage; by which neglect the army was so much exposed, that abundance of brave men were killed, which the best accounts now extant sum up thus: fifty officers of all ranks, two thousand common soldiers, and thirty five volunteers of note.

There never was, (its immediate effects and future consequences considered) a more fatal undertaking than this. It was highly prejudicial to the king, and entirely ruined the duke. The merchants were discouraged from carrying on trade by impressing their ships; and the treasury was so little in a condition to pay the seamen, that they came in crowds and clamoured at Whitehall.

In the beginning of the year 1628, a parliament was called to consider of and remedy the evils under which the nation laboured; but was at length prorogued, without granting any supplies. The king, however, without their aid, assembled at Portsmouth a fleet of fifty ships, on board which were embarked a large body of marines; the command of this force was given to the Earl of Denbigh, who sailed on the 17th of April, and came to anchor in the road of Rochelle on the 1st of May. On his arrival, he found twenty sail of the French king's ships riding before the harbour; and being much superior in number and strength, he sent advice into the town, that he would sink the French ships as soon as the wind came west, and made a higher flood. About the 8th of May, the wind and tide served accordingly, and the Rochellers expected and solicited that deliverance. But the earl, without remembering his promise, weighed anchor and sailed away; suffering four of the French ships to pursue the English fleet, which arrived at Plymouth on the 26th of May.

This second inglorious expedition was still a greater discouragement to the poor Rochellers; and increased the fears and jealousies of a Popish interest at home; and, in consequence of representations to the council, a letter was directed to the Duke of Buckingham, as lord-high-admiral, dated the 30th of May, 1628, to signify his majesty's pleasure, that the Earl of Denbigh should return back to relieve the town of Rochelle, with the fleet under his charge, and with other ships prepared at Portsmouth and Plymouth. Notwithstanding this order of council, no such return was made, nor any inquiry into the disobedience of the king's order.

These repeated defeats could not allay the clamours of the people which were so loud, that a third fleet was prepared for the relief of Rochelle. This the Duke of Buckingham chose to command in person, and to that end came to Portsmouth; where, on the 23rd of August, having been at breakfast with Soubize, and the general officers, John Felton, late lieutenant of a company in a regiment of foot, under Sir John Ramsay, placed himself in an entry, through which the duke was to pass; who, walking with Sir Thomas Frier, and inclining his ear to him in a posture of attention, Felton, with a back blow, stabbed him on the left side into the very heart; leaving the knife in his body, which the duke pulled out with his own hand, and then fell down; saying only, "The villain hath killed me!" Felton slipped away, and might have gone undiscovered, but either his conscience or his insolence betrayed him; for while the general rumour was, that the murderer must be a Frenchman, and some began to suspect Soubize as a party in it, Felton stepped out, and said, "I am the man who did the deed; let no man suffer that is innocent." Upon which, he was apprehended and sent prisoner to London.

This accident did not prevent the king's prosecuting his design: the very next day, his majesty made the Earl of Lindsey, admiral, Monson and Mountjoy, vice and rear admirals. The fleet sailed the 8th of September, 1628, and arriving before Rochelle, found the boom raised to block up the entrance of the port, so strong, that all attempts to break through it proved vain; so that the Rochellers were obliged to surrender the place on the 18th of October, the English fleet looking on, but not being able to help them. With this expedition ended the operations of the war with France, though a peace was not made till the succeeding year.

The French now became extremely ambitious of raising a superior maritime force; and consequently endeavoured, by every means, to depress the naval power of England. With a view to this object, Cardinal Richlieu, the French minister, by his agents, dexterously infused into the minds of the Hollanders, a jealousy of the British dominion in the narrow seas; and at length, the learned Hugo Grotius, was induced to write a treatise, entitled *Mare Liberum*, in which he endeavoured to shew, that the dominion of the sea was a gift of God, and therefore common to all nations.

This was answered by our countryman, Seldon, in his famous treatise, *Mare Clausum;* in which he demonstrated, from the principles of the law of nature and of nations, that a dominion over the sea may be acquired; and that the English have an hereditary, uninterrupted right to the sovereignty of their seas, conveyed to them from their earliest ancestors, in trust for their latest posterity.

The French minister, however, persisted steadily in his Machiavelian scheme, of using the power and industry of the Dutch, to interrupt the trade, and lessen the maritime force of Britain; and with this view, a negociation was begun between that crown and the states of Holland, for dividing the Spanish Netherlands between them. In order to defeat this design, and maintain the sovereignty annexed to the English crown, as well as the credit of the nation as a maritime power, the king saw that it was necessary to equip, and put to sea, a superior naval force. This it seemed exceedingly hard to do, without the assistance of a parliament; yet his majesty was very doubtful of succeeding, if for this he trusted to a parliamentary supply. His lawyers, knowing his deep distress, suggested to him, that upon this occasion, he might have recourse to his prerogative; and he thereupon directed writs to be issued, for the levying of ship-money. These writs were, for the present, directed only to sea-ports, and such places as were near the coast; requiring them to furnish a certain number of ships, or to grant the king an aid equivalent thereto. The city of London was directed to provide seven ships for twenty-six days, and other places in proportion. To make the nation the more easy under this tax, the king directed that a distinct account should be given of the services to which this money was applied. Yet, in spite of these precautions, the people murmured grievously; which, however, did not hinder this project from being carried into execution.

To prevent the alarm which the raising so powerful a fleet might occasion among our neighbours, and to explain fully the purposes of it; the following letter was addressed by Secretary Coke to Sir William Boswell, the English *Charge d'Affaires* at the Hague:—

"Sir,

"By your letters, and otherwise, I perceive many jealousies and discourses are raised upon the preparations of his majesty's fleet, which is now in such forwardness, that we doubt not but within this month it will appear at sea. It is, therefore, expedient, both for your satisfaction and direction, to inform you particularly what was the occasion, and what is his majesty's intention in this work.

"First, we hold it a principle not to be denied, that the king of Great Britain is a monarch at land and sea, to the full extent of his dominions; and, that it concerneth him, as much to maintain his sovereignty in all the British seas, as within his three kingdoms; because, without that, these cannot be kept safe, nor he preserve his honour, and due respect with other nations. But, commanding the seas, he may cause his neighbours, and all countries, to stand upon their guard, whensoever he thinks fit. And this cannot be doubted, that whosoever will encroach upon him by sea, will do it by land also, when they see their time. To such presumption, Mare Liberum gave the first warning-piece, which must be answered with a defence of Mare Clausum, not so much by discourses, as by the louder language of a powerful navy, to be better understood, when overstrained patience seeth no hope of preserving her right by other means.

"The degrees by which his majesty's dominion at sea hath of later years been first impeached, and then questioned, are as considerable as notorious.

"First, to cherish, as it were, to nurse up our unthankful neighbours, we gave them leave to gather wealth and strength upon our coasts, in our ports, by our trade, and by our people. Then they were glad to invite our merchants residence, with what privileges they could desire. Then they offered to us even the sovereignty of their estates, and then they sued for licence to fish upon the coasts, and obtained it, under the great seal of Scotland, which now they suppress. And when thus by leave, or by connivance, they had possessed themselves of our fishing, not only in Scotland, but in Ireland and in England, and by our staple had raised a great stock of trade, by these means, they so increased their shipping and power at sea, that now they endure not to be kept at any distance; nay, they are grown to that confidence, to keep guards upon our seas, and then to project an office and company of assurance, for the advancement of trade, and withal prohibit us free commerce, even within our seas, and take our ships and goods, if we conform not to their placarts. What insolencies and cruelties they have committed against us heretofore, in Iceland, in Greenland, and in the Indies, is too well known to all the world. In all which, though our sufferings, and their wrong, may seem forgotten, yet the great interest of his majesty's honour is still the same, and will refresh their memories as there shall be cause. For though charity must remit wrongs done to private men, yet the reflection upon the public, may make it a greater charity to do justice on crying crimes. All this notwithstanding, you are not to conceive, that the work of this fleet is either revenge, or execution of justice for these great offences past, but chiefly for the future, to stop the violent current of that presumption, whereby the men of war and free-booters of all nations, abusing the favour of his majesty's peaceable and gracious government, whereby he hath permitted all his friends and allies to make use of his seas and ports, in a reasonable manner, and according to his treaties, have taken upon them the boldness, not only to come confidently, at all times, into all his ports and rivers, but to convey their merchant ships as high as his chief city, and then to cast anchor close upon his magazines, and to contemn the commands of his officers, when they required a farther distance. But which is more intolerable, have assaulted and taken one another within his majesty's channels, and within his rivers, to the scorn and contempt of his dominion and power; and, this being of late years an ordinary practice, which we have endeavoured in vain to reform, by the ways of justice and treaties, the world, I think, will now be satisfied, that we have reason to look about us. And no wise man will doubt, that it is high time to put ourselves in this equipage upon the seas, and not to suffer that stage of action to be taken from us, for want of our appearance.

"So you see the general ground upon which our counsels stand. In particular, you may take notice and publish, as cause requires, that his majesty, by this fleet, intendeth not a rupture with any prince or state, nor to infringe any part of his treaties; but resolveth to continue and maintain that happy peace wherewith God had blessed his kingdom, and to which all his actions and negociations have hitherto tended, as by your own instructions you may fully understand. But withal, considering that peace must be maintained by the arm of power, which only keeps down war by keeping up dominion; his majesty, thus provoked, finds it necessary, for his own defence and safety, to reassume and keep his ancient and undoubted right in the dominion of these seas, and suffer no other prince or state to encroach upon him, thereby assuming to themselves or their admirals any sovereign command; but to force them to perform due homage to his admirals and ships, and to pay them acknowledgments as in former times they did. He will also set open and protect the free trade, both of his subjects and allies, and give them such safe conduct and convoy as they shall reasonably require. He will suffer no other fleets, or men of war, to keep any guard upon these seas, or there to offer violence, or take prizes or booties, or to give interruption to any lawful intercourse. In a word, his majesty is resolved, as to do no wrong, so to do justice both to his subjects and friends within the limits of his seas. And this is the real and royal design of this fleet, whereof you may give part, as you find occasion, to our good neighbours in those parts, that no umbrage may be taken of any hostile act or purpose to their prejudice in any kind. So wishing you all health and happiness, I rest."

"*Whitehall, April*, 16th, 1635."

With the help of the ship-money, the king, in the month of May, 1635, fitted out a fleet of forty sail, under the command of Robert Earl of Lindsey, Sir William Monson vice-admiral, Sir John Pennington rear-admiral; as also another of twenty sail, under the Earl of Essex. The first of these fleets sailed from Tilbury-hope the 26th of May. The French and Dutch fleets joined off Portland the last of this month; and made no scruple of giving out, that they intended to question that prerogative which the English claimed in the narrow seas; but as soon as they were informed that the English fleet was at sea, and in search of them, they quitted our coast, and repaired to their own.

Our admiral sent a bark upon the coast of Brittany to take a view of them; and, from the time of the return of this bark to the 1st of October, this fleet protected our own seas and shores; gave laws to the neighbouring nations, and effectually asserted that sovereignty which the monarchs of this kingdom have ever claimed.

The king, perfectly satisfied with what had been done this year, and yet well knowing that it would signify little if another fleet was not sent out the next, had recourse again to his writs for levying of ship-money to raise the force; but now the aid was made more extensive. What was before rated as a particular provision, to be raised by the respective ports for their own immediate safety, was now converted into a national tax; and so became the more grievous for want of authority of parliament.

The king, however, succeeded in sending a fleet of sixty sail to sea, under the command of the Earl of Northumberland, admiral; Sir John Pennington, vice-admiral; and Sir Henry Marom, rear-admiral. They sailed in 1636, first to the Downs, and from thence to the north, where the Dutch busses were fishing upon our coast. The admiral required them to forbear, which they not seeming disposed to do, he fired upon them; this put them into great confusion, and they therefore applied to the Earl of Northumberland, desiring him to mediate with the king, that they might have leave to go on with their fishing this year, for which they were content to pay thirty thousand pounds; and expressed also a willingness to obtain a grant from the king, for his permission for their vessels to fish there for the time to come, paying an annual tribute.

The king meant to have continued both this method of raising money, and of fitting out fleets annually; and, by giving several young noblemen commands at sea, to have rendered them the more capable of serving their country in times of greater danger; but he quickly found this impracticable; and was obliged to lay aside this scheme, and to content himself with using all the methods that could be thought of to awaken the attention of the people in regard to the sovereignty of the sea. With this view his majesty made an order in council, that a copy of Mr. Selden's book upon that subject should be kept in the council-chest; another in the court of exchequer; and a third in the court of admiralty; there to remain as perpetual evidence of our just claim to the dominion of the seas.

Little of consequence, in regard to naval affairs, occurs till the year 1639; when the Spaniards fitted out a powerful fleet of sixty-seven sail of large ships, manned with twenty-five thousand seamen, and having on board twelve thousand land-forces, designed for the relief of Flanders. The Dutch had two or three squadrons at sea; the Spanish fleet coming up the channel, was met in the straits by one of them, consisting of seventeen sail, under the command of Martin, the son of Herbert Van Tromp, who, notwithstanding the enemy's superiority, attacked them; but finding himself too weak, was obliged to sheer off toward Dunkirk, where being joined by the other squadrons, he so roughly handled the Spanish fleet, under the command of Don Antonio de Oquendo, that, at last, he forced them on the English coast near Dover.

Admiral Van Tromp finding himself in want of ammunition, stood away for Calais, where he was liberally supplied by the governor, and then returned to attack the enemy. Upon his approach, the Spaniards got within the south-foreland, and put themselves under the protection of our castles, and at length outwitted their enemy, and found means to convey away through the Downs, round by the North Sand-head, and the back of the Godwin, twelve large ships to Dunkirk, and in them four thousand men. The Dutch admirals, in excuse for leaving that avenue unguarded, affirmed they were assured by the English, that no ships of any considerable burden could venture by night to sail that way. The two fleets had now continued in their stations nearly three weeks, when King Charles sent the Earl of Arundel to the Spanish admiral, to desire him to retreat upon the first fair wind; but, by this time, the Dutch fleet was, by continual reinforcements, increased to an hundred sail; and, seeming disposed to attack their enemies, Sir John Pennington, admiral of his majesty's fleet, who lay in the Downs with thirty-four men of war, acquainted the Dutch admiral, that he had orders to act in defence of either of the two parties who should be first attacked.

The Spaniards, however, growing presumptuous on the protection they enjoyed, a day or two after fired at Van Tromp's barge, when himself was in her; and killed a man with a cannon-ball on board of a Dutch ship, whose dead body was presently sent on board Sir John Pennington, as a proof that the Spaniards were the first aggressors, and had violated the neutrality of the King of England's harbour. Soon after this, the Dutch admiral, receiving fresh orders from the States, came to a resolution of attacking the Spaniards; but he thought fit first to write to Admiral Pennington, telling him, that the Spaniards having become the aggressors, he found himself obliged to repel force by force, and that pursuant to the declaration he had made, he depended upon his assistance; which, however, if he should not please to grant, he requested the favour that he would, at least, give him leave to engage the enemy; otherwise he should have just cause of complaint to all the world of so manifest an injury.

This letter being delivered, the Dutch admiral immediately weighed, and stood to the Spaniards in six divisions, cannonading them furiously, and vigorously pressing them at the same time with his fire-ships; so that he quickly forced them all to cut their cables; and out of fifty-three, twenty-three ran ashore, and stranded in the Downs; of which, one was commanded by Don Antonio de Castro, and mounted with fifty-two brass guns. The remainder of the twenty-three, which were stranded and deserted by the Spaniards, were manned by the English. The other thirty Spanish ships, with Don Antonio de Oquendo, the commander in chief, and Lopez, admiral of Portugal, got out to sea, but a thick fog arising, the Dutch took advantage thereof; interposed between the admirals and their fleet, and fought them valiantly till the fog cleared up; when the admiral of Portugal began to flame; being set on fire by two Dutch ships fitted for that purpose. Oquendo perceiving this, presently stood away for Dunkirk with the admiral of that place, and some few ships more; thirty-five were sunk in the fight, eleven taken and sent into Holland, three perished upon the coast of France, one near Dover, and only ten escaped. The first hostility having been indisputably committed by the Spaniards, was a plea of which the Dutch made use of in their justification to us; and, at the same time, it became sufficient argument to defend the conduct of the English government.

During the same year, the expedition of the Marquis of Hamilton against the Scots, sailed from Yarmouth in April, (1639). Of this affair, few particulars that can be relied on can be gleaned; but, that he arrived before the Frith of Forth the 1st of May, where he continued some time treating with the Scots to little purpose, and returned without effecting any thing. Bishop Burnet states, in the plausible account he has given of this matter, in his Memoirs of the Dukes of Hamilton, that the force he had with him was only about five thousand men, and that of these, not above two hundred knew how to fire a gun; of the burthen or number of the ships he says nothing, only that the troops were transported in colliers; but in Sir Philip Warwick's Memoirs, we have a different account, which, for the satisfaction of our readers, we extract. He says,—"Hamilton was to be a distinct general both by sea and land, and with a good fleet, was to block up the Scots seas; nay, to my knowledge, he promised so to visit his countrymen on their coasts, as that they should find little ease or security in their habitations; for he had three good English regiments on board him; but the very choice of his ships shewed he had more mind to make war upon the king's treasure than on his own country or countrymen; for he had chosen some of the second and third rate, whereas, the least frigates would have done the greatest service; thus, by the very bulk of his ships, obliging himself to an inactivity. One might well have expected, that he who had so prodigally, as a commissioner, lavished his majesty's honour, and unhinged the government, would have vigorously employed those forces under his command to have restored both; and that a man of his importance would have found some party ready to have countenanced and assisted him: but instead thereof, when he comes and anchors in the Frith, his mother, a violent spirited lady, and a deep Presbyterest, comes on board him; and surely she had no hard task to charm him. Afterwards, the great ships, like the great formidable log let down to be a king, lying still, he had several visits from many of the great men who were most active against the king; as if he had been rather returned from an East India voyage, than come as a powerful enemy."

The civil disorders of this period having taken the fleet entirely out of the king's power, we shall here conclude the naval history of this reign, merely giving a list of the ships added by his majesty to the royal navy, as extracted from Sir William Monson's Naval Tracts.

SHIPS.	MEN IN HARBOUR.	MEM AT SEA.
Ten Whelps	3	60, some 70
The Henrietta Pinnace	3	25
The Mary Pinnace	3	25
The Charles	9	250
The Henrietta Maria	9	250
The James	9	260
The Victory	9	250
The Leopard	7	170
The Swallow	6	150
The Sovereign		

The last of these vessels appears to have been of extraordinary dimensions, and is thus described by Thomas Heywood, in a little piece addressed to Charles I. and entitled "A true Description of his Majesty's royal ship, built this year, 1637, at Woolwich in Kent; to the great glory of the English nation, and not paralleled in the whole Christian world: published by authority, London, 4to. 1637." She was in length, by the keel, one hundred and twenty-eight feet; in breadth, forty-eight feet; in length, from the fore-end of the beak-head to the after-end of the stern, two hundred and thirty-two feet; and in height, from the bottom of her keel to the top of her lanthorn, seventy-six feet: she bore five lanthorns, the biggest of which would hold ten persons upright; she had three flush-decks, a fore-castle, half-deck, quarter-deck, and round-house. Her lower tier had thirty ports; middle tier thirty ports; third tier twenty-six ports; fore-castle twelve ports; half-deck fourteen ports; thirteen or fourteen ports more within board; besides ten pieces of chace-ordnance forward; ten right-aft; and many loop-holes in the cabins for musket-shot. She had eleven anchors, one of four thousand four hundred pounds weight. She was of the burden of one thousand six hundred and thirty-seven tons. She was built by Peter Pett, Esq. under the inspection of Captain Phineas Pett, one of the principal officers of the navy.

Of the admirals who flourished in this reign, Sir Robert Mansel, and Sir William Monson, are the only two of whom any thing of importance is recorded.

SIR ROBERT MANSEL was descended from a noble family in Glamorganshire, and early devoted himself to the sea, under the patronage of the famous Lord Howard of Effingham, Lord high-admiral of England. In the expedition to Cadiz he received the honour of knighthood from the Earl of Essex; and in the Island voyage was Captain of the admiral's own ship. In 1602 Sir Robert, now vice admiral, attacked six Spanish vessels going to Flanders, sunk three and dispersed the rest; but as this action has been much misrepresented by the French and Dutch historians, we shall give the following extract from Sir Robert's own account of this affair, addressed to the Lord-high-admiral, which, though curious in itself, does honour to the writer, and completely silenced the calumnies of his enemies:—

"On the 23d of September, being in the Hope, and having in my company the Advantage only of the queen's ships, which Captain Jones commanded, and two Dutch men of war, I rid more than half-channel over towards the coast of France upon a north-west and south-east line, myself being nearest that coast, Captain Jones next to me, and the Dutch, men of war a sea-board, and to the westward of him. The small force at that time present, and with me, remaining thus disposed for the intercepting of the gallies, having dismissed the Dutch men of war, that served under me, upon their own entreaty, to revictual and trim, and having employed the rest of the queen's ships upon especial services, I descried from my top-mast heads six low sails, which some made for gallies, others affirmed them to be small barks that had struck their top-sails, and bound from Dieppe towards the Downs. To which opinion, though I inclined most, yet I directed the master to weigh and stand with them, that I might learn some news of the gallies, which, by your lordship's advertisement sent me, I knew had either passed me that night, or were near at hand, unless the sea had swallowed them up in the storms which had raged three days before. Having set myself under sail, the weather grew thick, which obliged me to lay-to some two points from the wind toward the English coast, lest the continuance of that dark weather might give them power to run out a head of me. About eleven o'clock the weather cleared, when I discovered them plainly to be the Spanish gallies so long time expected, at which time with the rest I plied to receive them by crossing their forefoot as they stood along the channel, which they endeavoured, till they perceived that, by the continuance of that course, they could not escape the power of my ordnance.

" All this time these two fly-boats were between them and me ; and, as the slaves report that swam ashore at Dover, they determined with three gallies to have boarded each of those ships, and could have executed that resolution but for the fear of her majesty's great galleon, as they termed the Hope, whose force that they shunned in that kind, considering the disadvantage that twice six of the best gallies that ever I saw hath by fighting against one ship of her force, I do as much commend, as otherwise I do detest their shameful working, in that, full of cowardliness and weakness, they rowed back to the westward, and spent the day by running away, in hopes that the darkness of the night would give them liberty sufficient to shun the only ship they feared, or that was indeed in the sea at that time to give them the cause of fear, I mean between them and Dunkirk or Newport. This error only of their's bred their confusion, as you may perceive by the sequel.

" For they no sooner began that course of rowing back again, but I instantly made signs for Captain Jones in the Advantage of the queen' to come to me, whom I presently directed to repair to Calais road, and thence to send the alarm into the States' army assembled before Sluys, and to advise such men of war as kept on the coast of Flanders, upon any other occasion, to stand off to the sea, to meet with the gallies in the night, which should be chaced by me, with my lights in my top-mast heads, and a continual discharging of my ordnance. Captain Jones having shaped his course according to my directions, I gave orders for hoisting and trimming of my sails by the wind to keep sight of the gallies: the two fly-boats, being still a weather of me, did the like.

"Which chace we held till sun-setting, observing this course following all the day. They, being a-weather of me, kept their continual boards, that the gallies were always between them: and myself, being to leeward, made such short turns, as I kept all the afternoon, in a manner even in the very eye of their course, between them and the place of their design, ever discharging my best ordnance to warn the Answer of her majesty's, that rid by my directions at the Downs upon important service, as your lordship knoweth; and the Flemings that were there, having left the sea, upon unknown grounds to me, yet sent from Portsmouth by the most provident direction of her sacred majesty, to await the coming of the gallies, upon advertisements that her highness received of their being put to sea, to set sail, who else had received no understanding of the gallies, neither came they within shot of them till after night, howsoever the reputation of the service is wholly challenged by them.

"Having given your lordship an account how this day was thus spent by me from eight o'clock until the evening, and with these only helps, I beseech your lordship to be pleased to understand, that with the setting of the sun I could both discern the ships last mentioned under sail at the Downs, and the gallies to have set their sails directing their course close aboard our shore, each of them being out of sight of the other, and my Dutch consorts by this time to have been left by the gallies to a stern chace. When I perceived them to hold that course, which would bring them within shot of the Answer and the rest that were in the Downs, I held a clean contrary course from them, towards the coast of France, to confirm the secure passage they thought to find on our coast, which I continued until the report of our battery gave me assurance of the gallies being engaged with them.

"How the battery began, who began it, how it was continued, how ended, and to whom the reputation of the service is due, I leave to be considered by your lordship by the perusal of the true discourse following. The Answer of the queen which Captain Broadgate commanded, as she rid more southerly at the Downs than the Flemings, so came she first to the gallies, and bestowed twenty-eight pieces of ordnance on them, before the Flemings came in, who at length seconded him with very many shot. During this battery of ours upon the gallies, which I so term, because they never exchanged one shot, at the very first report of the Answer's ordnance, I directed the master of my ship to bear up with the south end of the Goodwin, with which directions I delivered my reasons publicly as I stood on the poop of my ship, viz. that, if I stood directly into them, the gallies, before I could recover the place, would either be driven ashore or sunk, and so there would prove no need of my force, or else by their nimble sailing they would escape the ships, of whom (once getting a-head) they could receive no impediment; for there was no one ship but the Advantage in the sea that could hinder them to recover any port in Flanders, or the east countries, (Sluys only excepted,) unless I stayed them at that sand-head.

"Having recovered as near that place as I desired, I stayed at least a quarter of an hour before I could either see the galley, hear or see any of those ships, their lights, or report of their ordnance, which made me and all my company hold opinion, that they had outsailed the Answer and the rest of the Flemings, and shunned sight of me, by going a-seaboard of my ship, which I so verily believed, as I once directly determined to sail for Sluys, with hope only, that the preparation which I knew the States had there, would be able to prevent their entrance into that place. Whilst I remained thus doubtful, or rather hopeless to hinder their recovery of Dunkirk or Newport, in case they had been a-seaboard of me, some of my company descried a single galley plying from the shore to get a head of my ship. When she approached within caliver-shot, I discharged about thirty pieces of ordnance of my lower and upper tier at her alone; myself, with many other in my ship, saw when her main-yard was shot asunder, heard the report of many shot that hit her hull, heard many their most pitiful outcries, which when I perceived to continue, and, instead of making way from me, to near me what she could, I forbore shooting, and commanded one that spoke the Portuguese language to tell them, that I was contented to receive them to mercy, which I would accordingly have performed, had not the other five gallies offered to stand a-head of me at that very instant, and thereby would have left me, as they had both the first two Dutch ships, and afterwards the Answer, with the rest of the Flemings, had I omitted any small time of executing the advantage I had of their being on my broad-side, which, as appears, was so effectually employed, (howsoever the night wherein this service was performed might hinder the particular mention of their hurts,) as none can deny but that God pleased thereby only to work their confusion: for since that time, none hath said or can speak of any one shot made towards them; yet four of them are sunk and wrecked, the fifth past doing the enemy service, and the sixth they are forced to new-build at Dunkirk, where, (if I be not much deceived) she will prove more chargable than profitable, if the default rest not in ourselves.

"The disagreement between the Dutch Captains themselves, touching the stemming and sinking of the gallies, (whereof one challenged before your lordship, and in many other public places, to have stemmed and sunk two himself,) and the printed pamphlet, containing the stemming and sinking of three gallies, gives the reputation thereof to three several captains, amongst whom no mention is made of the first; and, whereas there are but two in all sunk, I leave to be reconciled among themselves, and to your lordship, whether that the same of right appertaineth not to her majesty's ship the Hope, in respect of the allegations before mentioned, every particular whereof being to be proved by the oaths of my whole company, and maintained with the hazard of my life, with that which followeth:—

"First. As the shooting of the single galley's main-yard; my bestowing above thirty pieces of ordnance upon that one galley within less than caliver-shot.

"Second. That they in the galley made many lamentable outcries for my receiving them into mercy.

"Third. That I would accordingly have received them, but for giving them over, to encounter with the other five gallies, which else had left me to a stern-chace.

"To these reasons I had the assertion of the vice-admiral himself, who told me, whatsoever he spake in other places, that one of the gallies which he stemmed had her main-yard shot asunder before his coming aboard her; by whomsoever she was then stemmed, your lordship may judge who ruined her, considering she made no resistance by his own report, but by crying to him for mercy.

"Touching the other galley stemmed and sunk, I have already proved how she, as all the rest, had got a-head the Answer of the queen's not named, and the rest of the States men of war with her, who challenge the whole credit of this service. They, as all other seamen, cannot deny but that the gallies will outsail all ships in such a loome gale of wind and smooth sea as we had that night.

"The gallies being then quicker of sail than they, how could they by any means possible, fetch them up but by some impediment? Impediment they received none but by my ordnance, which amounted to fifty great shot at those five which came last from the shore, when all the ships were above a mile astern

"Some, notwithstanding, out of their detracting dispositions, may perchance say, that the two which were wrecked at Newport would have perished by storm, though they had not been battered: whereto, though I have sufficiently answered, first, in shewing that they might have recovered any of the places thereabouts before eight o'clock that night, but for me, and then the second time before the morning, had they not been encountered by me alone, at the South-sand head; yet, for further proof that they miscarried by our battery only, I say, that if one of the gallies which received least damage by our ordnance did outlive Friday's storm, continuing till Saturday noon, being driven among the islands of Zealand, to recover Calais, then surely those two, unless they had been exceedingly torn, would have made shift to have recovered the ports of Newport, Graveling, or Dunkirk; especially since from the place where I battered them, they might have been at the remotest of those places, about four hours before any storm began. But such seemed their haste to save their lives, as their thought ran of a shore, and not of a harbour.

"Now that I have delivered unto your lordship, the whole and true discourse of this business, I shall forbear to trouble your patience with any further relation of that night, and next day's spending my time, though the same in their chase had like to have cost her majesty her ship, and the lives of as many as were in her, and conclude with admiration of their not holding her majesty's ship, nor I, her unworthiest servant, and then, and yet, by her highness's grace, and your lordship's favour, admiral of the forces in that place, am not once mentioned, especially since the six gallies might safely have arrived, before seven o'clock that night, at any of the ports of Flanders to the westward of Ostend. And that the Dutch ships had not come from an anchor in the Downs, but for the signs (signals) they received from me. Then, that the force of her majesty's ship wherein I was, enforced them to keep close aboard the English shore, whereby those ships in the Downs had power given them to come to fight, which fight was begun by the Answer of the queen's.

"And lastly, since the gallies escaped their battery, and had gotten a-head those ships above a mile at least, and never received any impediment after but only by me, who lingered them, as you have heard, until the coming up of those ships that challenge to stem them; which being granted; I cannot see how any other credit can rightly be given them, for that stem I mean, than to a lackey for pillaging of that dead body which his master had slain."

After the accession of King James, when the Lord-high-admiral's enemies had so far prevailed with his majesty, as to procure a commission for reforming abuses in the navy, Sir Robert Mansel chosing rather to adhere to his friend, than to make court at his expense advised his lordship not to submit to this commission, for which he was committed to the Marshalsea, and continued there some months, in the year 1613. In consequence of this inquiry, however, many abuses were corrected, and twenty-five thousand pounds a year saved to the crown. Sir Robert now advised his patron to resign his high office, perceiving that he began to outlive his abilities.

Sir Robert Mansel then, anxious for the service of the navy, applied himself to the duke of Buckingham, whom he advised to obtain that office; and when he excused himself, on account of his inexperience, told him plainly why he thought him fittest for the place. He observed, that in time of peace, the best service that could be done, was to look well to the constant repair of the navy; and to rebuild, occasionally, such ships as wanted it; and that, by applying himself assiduously to the duties of his office he might acquire all the knowledge that was necessary, before any war should call him into action.

In 1620, Sir Robert Mansel commanded the fleet fitted out against the pirates of Algiers. And though it must be admitted that he was unfortunate in the management of that expedition, yet it is allowed on all hands that he advised it from a generous and public-spirited motive, the desire of raising the English reputation at sea, and freeing our trade from the insults of these rovers; it also appears he was sent abroad with so limited a commission, and had so many inexperienced officers in the fleet, through the favour of eminent courtiers, that he was disabled from performing what he intended, though he did all that was in his power.

This affair, however, hindered his being employed in the reign of Charles, yet he retained his office of vice-admiral, and lived till after the breaking out of the civil wars, when he died with the reputation of being a great seaman, and an honest man.

SIR WILLIAM MONSON.---This great man, whom we have before cited as an author, is one of the many instances, which the navy, perhaps more than any other profession, affords of the success of talent and industry, was born in the year 1569; and in 1585, when he was only sixteen years

, he made his first voyage, as a private man, (his wages being but illings a month) without the consent of either of his parents. In yage he saw the sharpest service of any he met with throughout e: he was on board a privateer, a small vessel, and in consort with r still smaller. They sailed from the Isle of Wight, in the month ptember; and soon after came up with a stout Spanish ship, of hundred tons, well manned. The crew, of the two privateers re- to board her, which they did towards evening; but the wind ig high, and the night dark, their vessels fell off, and they were left rd the Spaniards. The fight continued all night, with variety of s; but at last, about seven o'clock in the morning, the Spaniards l. In 1587, he had the command of a ship, and was employed rds throughout the whole reign of the queen.

e year 1589, he served as vice-admiral in the earl of Cumberland's nd did excellent service; but in the course of that expedition d such hardships, as brought upon him a fit of sickness, which d him in England a whole year. In 1591, he again served under l of Cumberland, when he had the misfortune to be taken by the rds, and remained a prisoner nearly two years. In the expedition z, in 1596, he was captain of the Repulse, the earl of Essex's own o whom he did great service, and for which he received the honour hthood. In the Island voyage he commanded the Rainbow; and arl of Essex had then followed the informations he gave him, he certainly have taken most of the Spanish galleons. In 1599, he e command of the Defiance, in the Downs; and in 1602, being miral, he captured the great carrack of sixteen hundred tons, which, cargo, was worth a million of pieces of eight, of which we have given an account. In 1602, he was at sea again, and had the command uadron; in which, though he performed no great service, yet he t it home safely through many perils.

e accession of King James, no seaman appeared to have a fairer his favour than Sir William Monson; and accordingly we find that the charge of the narrow seas for twelve years, from 1604, to the 616, in which time he did remarkable service; supporting the of the English flag against the encroachments of the Dutch and ; and effectually scouring the British and Irish seas.

William, however, had now the misfortune to fall into disgrace: great maritime knowledge, and the confidence which the seamen him, brought to his view most of the grievances in the navy, and s for their redress, he advocated the commission which ended in a reform of the abuses, and in the resignation of the tl admiral, as before stated; but for a time entailed upon calumny and spleen of those who had acted under the having been the promoter of this measure.

Another circumstance, and this hurt him with the peop was employed to prevent the escape of the Lady Arabella, time the object of much popular pity, which he effected.

The Dutch too, who were angry with him for his narrow seas, found means to do him ill-offices; so that slight pretences, he was committed close prisoner to the T but, after he had been examined by the Chief Justice Cok Winwood, he was discharged; and again soon recovered in 1617, we find him called to council, in order to give the Algerines might be best reduced; and his advice w maritime affairs; but, as he differed in opinion from those in possession of power and favour, and as he censured th Rhé, and that against Cadiz, we need not wonder that h ployed. Yet, in 1635, when the king began to be seri for his sovereignty of the seas, Sir William Monson was admiral of the fleet, commanded by the Earl of Lindsey; w vindicated the king's honour, and the rights of the nation. spent his days in privacy and peace; and died in the mon 1642, being in the 73rd year of his age.

CHAP. X.

Naval History of England, from the breaking out of th to the restoration of Charles II.

In the year 1640, the broils between King Charles I. ment, had reached that pitch which compelled recourse to th only method of decision; and the parliament, aware that p fleet would render them, in the opinion of foreign princ power, resolved upon dispossessing the king of that valu The Earl of Northumberland was then Lord-high-admir Mansel, vice-admiral of England, a very loyal man, and years; Sir John Pennington, vice-admiral of the fleet in the John Monson, rear-admiral, both well affected to his majesty also had the affections of the seamen, whose wages and whom he had always particularly regarded and esteem hstanding these circumstances so much in the king's favour, they ccessfully accomplished their design.

They ordered the Earl of Northumberland, in the spring of the yea 41, to provide a strong fleet for the security of the nation by sea, and propriated a fund for this service, and desired that he would appoint e Earl of Warwick admiral thereof, his own indisposition rendering impossible for him to command in person. The king insisted on Sir hn Pennington's keeping his command; but the earl complied with the rliament, delivered up the fleet to Warwick, and granted him a com-ission to command it, as he had the power to do. This was one great int gained. The parliament then appointed in the room of Sir John nnington, one Batten, vice-admiral, a man much disaffected towards the ng; and the fleets, in the spring of 1642, fell into their hands.

The king had been persuaded, that as he had the affections of the vy, he could at any time recover that power, and therefore neglected to move Northumberland, as he afterwards did; but he was not long ceived, for the queen sending a supply from Holland, for the use of s majesty, in the only ship he had left, (the Providence) the fleet in the owns chased the vessel into the Humber, and ran her on shore; upon is the king resolved on seizing the fleet; and the management of e design, which was well planned, was given to Sir John Pennington, rough whom it miscarried; and the king's hopes entirely frustrated, r on this the Earl of Warwick removed all the king's friends from fice.

The parliament shewed great wisdom in the conduct of the fleet, which ey always kept in good order and well paid. In 1643, vice-admiral atten hearing that the queen intended to go by sea from Holland into the orth of England, determined to intercept her, though on board a Dutch an of war. But this proving ineffectual, he chased the ship into Burlington ay; and when the queen was landed, having intelligence that she dged in a house upon the quay, he fired upon it, many of the shot went rough her chamber, and she was obliged, though much indisposed to ek for safety, in the open fields. This service was performed in the onth of February, and was very grateful to the parliament, because it ewed that the officers of the fleet, at least, were in their interest.

At this time, April, 1643, a treaty for peace being agitated in Oxford, opportunity offered of attaching the Earl of Northumberland to the ing, by reinstating him in his office of Lord-high-admiral, and thus again ssessing himself of the fleet; but his majesty, greatly offended at the rl's former conduct, and having promised the queen before her departure for Holland, that he would not receive into office or favour an deserted him, this overture was consequently rejected.

In the month of September, 1643, the Earl of Warwick was parliament to attempt the relief of Exeter, which he performed though with but indifferent success; for sailing up the river, i conveying succour into the place, he found some works thrown shore, which hindered him from disturbing the besiegers so mu expected; and lying there too long with this view, the tide fallir forced to leave three of his ships behind, two of which were t the third burnt in his presence. He did, however, great servic Plymouth and other places, and kept the fleet firm to the parlian

Whilst the Presbyterian party had the ascendency, naval aff well attended to, and the trade of the nation protected; for War all the officers of the fleet appointed by him, were truly attache interest. But when, in 1648, the Independents came to prevail, solved on the removal of Warwick to make room for Colonel Rain and when this reached the seamen of the fleet in the Downs, th loudly to express their discontent at the measure; the Earl War Vice-admiral Batten who were themselves greatly chagrined, incre disaffection, insomuch that they seized upon Rainsborough and suc as adhered to him; set them on shore; and resolved to sail Holland, in order to take on board the duke of York, whom th their admiral; the king's intention of making him so being known.

Though the king was then a prisoner, and his affairs reduced low ebb, this revolt of the fleet, properly managed, might have happy effects; but, as it was, it is scarcely possible to conceive advantage was drawn from an incident which promised so muc true the parliament, had directed but half the usual provisio put on board the fleet, but this might have been easily remedi sidering that Kent was in arms for the king. The misfortune strange turn was entirely concerted by the seamen; and wh declared for the king, they had few naval officers among them they were unwilling to use the advice of any who were not of th fession, much time was lost before they resolved what to do; wh the parliament an opportunity of recovering themselves from th sternation; and the first resolution they took was the restoring to his title and command, with orders to draw together a fleet a possible.

The fleet, consisting of seventeen good ships, (a force to wh parliament had nothing equal to oppose) at last sailed for Calais, and leaving there a vessel to receive the Prince of Wales, the Duke of York, and their friends, proceeded to Holland; but when these noble persons came on board, instead of consulting how the fleet might be best employed the officers fell into intrigues for obtaining the command, and filling the seamen's heads with different stories, quickly extinguished that spirit of loyalty which had induced them to this step.

In the midst of these disputes, Batten, with the Constant Warwick, one of the best ships in the parliament navy, and several seamen of note, joined them. The Prince of Wales, upon this occasion, knighted him, and made him rear-admiral; his brother the Duke of York having before made the Lord Willoughby of Parham, also a recreant from the parliament, vice-admiral. The fleet now consisted of about twenty sail, and it was judged proper to enter upon action; two schemes were proposed: the one, to sail to the Isle of Wight to rescue the king; the other, to enter the Thames, in order to awe the city of London, by interrupting their trade; and to enfeeble the parliament, by hindering their supplies of seamen from the outward-bound ships: the latter was thought the most practicable, and was immediately carried into execution.

This enterprize was, in the beginning, favourable; for the prince's fleet took abundance of rich prizes, particularly a ship laden with cloth, worth forty thousand pounds. Soon after he entered into a treaty with the city, which ended in a composition for his prizes. Warwick, in the mean while, fitted out a strong fleet at Portsmouth, with which he came into the Downs, and anchored within sight of the prince. Great endeavours were used on both sides to draw over the seamen, but to no purpose; at last, the prince resolved to engage the enemy, but was prevented by the shifting of the wind; and then, provisions falling short, they sailed for the coast of Holland, where the fleet arrived safely; but those in command being divided in opinion, no new course could be resolved on. The Earl of Warwick, who foresaw this, and knew they could meet with no supplies to enable them to pay the fleet, followed them in their retreat, and sent to the States of Holland, requiring them to oblige certain ships, which had revolted from the parliament of England, to put to sea.

The States on this, perceiving the disposition of the contending powers to engage, gave orders to the admiralty of Rotterdam to fit out every ship they had, and to fall down the river to prevent the two fleets coming to an engagement; and immediately sent four deputies on board the two admirals, to beg of them not to undertake any thing in sight of their harbours, as it would affect the sovereignty of their republic.

The Prince of Wales was the most tractable, because his sailors, being badly paid, deserted; and even some of his ships and officers, which had lately joined him from the parliament, left him, and took part with their old masters. He had only fourteen ships remaining, very poorly equipped, with which he retired under the cannon of Helvoet.

The Earl of Warwick now finding that there was little good to be done, returned home; after which, the fleet was put under the command of Prince Rupert, who determined to carry on a piratical war.

Thus this accident, which might have been a mean of preserving the king and kingdom, proved detrimental to both; dividing the naval force of the latter, and rendering precarious the trade of the nation. These transactions happened between the latter end of July, 1648, and the close of the same year, about which time Prince Rupert left the Dutch coast, in order to repair to Ireland. In this scheme he succeeded; taking many prizes in his passage; and arriving safely at last in the port of Kinsale.

The parliament had now (1649) recovered their sovereignty at sea, and kept such strong squadrons continually cruizing, that it was thought inadvisable for King Charles II. to venture to go to Ireland, where his presence was necessary. Yet the Earl of Warwick, who had served them with such success, was removed from the command of the fleet; which was given to military officers, such as Blake, Deane, and Popham; who, however, behaved well; quickly gained the love of the sailors; and grew, in a short time, good seamen.

Prince Rupert continued his piratical career during the greatest part of 1649, making many captures, as well on the coast of Cornwall, as on the Irish seas, during the war there; but at length the parliament ordered their new admirals, Blake and Popham, to block up the prince in the port of Kinsale; when the prince, reduced to the greatest extremities, and finding that Ireland had been subdued, desperately forced a passage through the enemy's fleet, with the loss, however, of three ships; he now sailed for the coast of France, continuing to obstruct the English trade, and to make prizes of such ships as fell in his way, acting entirely without instructions from the king. In 1650, he resolved to pursue his successful privateering in the Mediterranean; but, on entering the Spanish coast, five of his ships were driven by a storm into the port of Carthagena, where two of them were plundered by the Spaniards, who compelled many of his men to enter into their service. Soon after this, the fleet under the command of Blake and Popham arrived at St. Andero; Blake immediately addressed a letter to the King of Spain, demanding that the ships and men belonging to Prince Rupert, should forthwith be delivered up. To this a civil answer was returned; and, to assure the admiral of the king's respect, a ring, valued at fifteen hundred pounds. Blake now followed the prince into the river of Lisbon, where, in the months of September and October, he ruined the Brazil fleet, which induced the Portuguese to force Prince Rupert out of their port; whence he sailed to Carthagena. Blake pursued him; but being distressed for provisions, the prince escaped to Malaga, where he took several English ships: Admiral Blake, however, having recruited, again followed and came up with him, when he drove one of his ships on shore, burnt two, and forced the prince to seek for safety by flight.

The news of the dispersion of Prince Rupert's fleet, occasioned much consternation in the different courts of Europe, particularly those of Spain and Portugal, who despatched ambassadors to England, to acknowledge the power of the parliament.

In 1651, having equipped his remaining force, he sailed for the West Indies, where his brother, Prince Maurice, had gone before. In these seas they did considerable mischief; till Prince Maurice, in the Constant Reformation, was cast away, when Prince Rupert, finding his few ships so rotten as scarcely to be able to keep the sea, was glad to return to France, and arrived at Nantes in 1652, where he was obliged, to pay his men's wages, to dispose of his now indeed small fleet, (a man of war, and three or four other ships) the remnant of the twenty-five well-manned and good ships, which had deserted from the parliament, the loss of which to the nation was very severe, particularly as they were soon after engaged in a Dutch war.

In the mean time Blake returned home, received the thanks of the parliament for his services, and, with Deane and Popham, had the supreme power at sea vested in him for the year 1651. The parliament now contemplated the reduction of the Scilly Islands, which were held for the king, by Sir John Granville; accordingly Blake, in the Phœnix frigate, in conjunction with Sir George Ayscue, with a small fleet, were despatched there to treat with the governor, who they found willing to resign his charge on honourable terms: from thence the admiral sailed with the fleet to Jersey, which he reached in October, and reduced by the close of the year; as he did also Cornet Castle, the only place that held out for the king in Guernsey; and thus secured to his masters the sovereignty of the sea in this part of the world.

Sir George Ayscue, after the reduction of Scilly, having strengthened his fleet sailed to the West Indies, to reduce the plantations which had declared for the king, and arrived in Carlisle Bay, in Barbadoes, on the 16th of October, 1651, having taken fourteen sail of Dutch ships which were trading there. Lord Willoughby, of Parham, was governor of the Island for the king, and shewed so good an inclination to defend himself, that it was not until the 17th of December that Admiral Ayscue thought fit to attempt landing; which at last he effected with the loss of between thirty and forty men. After his forces were on shore, the governor capitulated, and had very fair conditions granted to him. While he lay at Barbadoes, he sent a few ships under Captain Dennis to reduce Virginia, which he effected. Sir George likewise subdued the Leeward Islands; and having fulfilled the commission, returned into Europe, where, as we shall see, he found the Dutch war already broken out.

Various causes are assigned for this war; jealousy, nowever, appears to be the principal. The parliament, elated with its success, expected great deference from the powers with which it corresponded, and were disposed to carry the point of saluting to its flag to the utmost heighth; while the Dutch on the other hand, aware that they should be no gainers by the change of government in England, were determined not to accede to its exactions; and in the spring of 1652, hostilities were commenced.

From the best and most authentic accounts that we have seen, it appears the Dutch were the first aggressors; inasmuch as they had secretly prepared for a war, and had actually a force of one hundred and fifty strong ships at sea, whilst the English parliament had no more than their usual squadron for guarding the narrow seas, consisting of twenty-five ships only, under the command of Admiral Blake.

The first open act of violence, was occasioned by Commodore Young's firing upon a Dutch man-of-war, the captain having refused him the honour of the flag. This was on the 14th of May, 1652, and proved very honourable for our nation. The commodore acted with great caution, and gave the Dutch every opportunity of avoiding a dispute. He sent his boat on board the Dutchman to persuade him to strike: but the captain plainly and honestly replied, that the States had threatened to take off his head if he struck· and upon this the fight began, when the enemy was so roughly handled, as to be at last obliged to strike. There were two other ships of war, and about twelve merchantmen, none of which interfered; and, after the Dutch ships had taken in their flags, Commodore Young retired without making any prizes. This affair was quickly succeeded by an engagement of much greater consequence.

Admiral Van Tromp was at sea with a fleet of forty-two sail, to protect, as was pretended, the Dutch trade. This fleet coming into the Downs on the 18th of May, they met there with a small squadron under the command of Major Bourne, to whom the admiral sent word, that he was forced in by stress of weather; Bourne bluntly returned, that the truth of this would best appear by the shortness of his stay, and immediately sent advice of it to his admiral. The next day, Van Tromp, with his fleet, bore down upon Blake in Dover road, and on his coming near him, Blake fired thrice at his flag; upon which the Dutch admiral returned a broadside. Blake was engaged almost alone, nearly four hours; but, by degrees, the weather permitted his fleet to come in, and then they behaved bravely. Toward the close of the engagement, which lasted from four in the afternoon till nine at night, Bourne joined him with his eight ships, upon which the enemy bore away

Notwithstanding the inequality of the contending forces, Blake having only fifteen ships, and even at the close of the fight, when joined by Bourne, but twenty-three, the victory was decidedly on the side of the English who had taken two Dutch ships and disabled one, whilst they themselves lost none.

The States humbled by this defeat of their fleet, sent over another ambassador, Adrian Paauw to proceed on the treaty; but the demands of the parliament were, in their opinion, too high; so all thoughts of peace were dismissed on both sides, and the war was proclaimed in Holland on the 8th of July.

In the mean time, however, the English by way of reprisal, for the affronts and hostilities received from the States-general, took many Dutch ships:—June 11, 1652, Admiral Blake brought in eleven merchant-ships with their convoy coming from Nantes. June 12, Captains Taylor and Peacock, in two English frigates, engaged two Dutch men of war, on the coast of Flanders, for refusing to strike; one of which was taken, and the other stranded; for this gallant service they received, through the speaker, the thanks of the parliament; and, on the 13th, Blake took twenty-six merchant-men, with their convoys, homeward bound from France. July 4, Sir George Ayscue, who, in his return from the reduction of Barbadoes, had taken ten merchant ships, and four men of war, attacked the St. Ubes fleet, about forty sail, of which nearly thirty were taken, burnt or stranded.

After this, while the States were getting ready a fleet of seventy men of war, to be commanded by Van Tromp, Admiral Blake, with about sixty, received orders to sail to the north to annoy the Dutch fishery. Ayscue, who, since the destruction of the St. Ubes fleet, had taken five Dutch merchant vessels was left with the remainder of the English fleet, consisting of September, about three o'clock, commenced an attack on the enemy. This rashness had like to have been attended by serious consequences; for the Sovereign, and several other ships, struck on the sands; but fortunately getting off, the English fleet stood aloof; and the Dutch admiral, de Witte, came out from his advantages, to a fair engagement. Bourne boldly began the attack, and was bravely seconded by the rest of the fleet. A Dutch man of war, attempting to board the Sovereign, was sunk by her side, and this, by the first discharge she made. Soon after, a Dutch rear-admiral was taken by Captain Mildmay, two other men of war sunk, and a third blown up before the end of the fight. De Witte was now glad to retire, and was pursued by the English fleet as long as it was light. The next day they continued the chace, till they were within twelve leagues of the Dutch shore, and then returned into port. The English loss may be estimated at about three hundred men killed, and as many wounded.

Blake and his officers, for this glorious victory, received the thanks of the parliament.

In six weeks from this period, the Dutch had repaired and augmented their fleet to eighty sail, which was placed under the command of Van Tromp. The support of the King of Denmark, with a considerable squadron, was also expected; he had detained, at their request, a fleet of twenty English ships, in the harbour of Copenhagen; and when Commodore Ball was despatched with a squadron of eighteen sail to convoy them home, his Danish majesty resolved to keep them, this engaged him in a quarrel with the English parliament, and the States looked for his co-operation as certain. The English, in the mean time, having filled their ports with Dutch prizes, the Hollanders began to lose all patience, and compelled the States to hurry out Tromp with his fleet, to convoy through the channel a considerable fleet of merchantmen, three hundred sail.

Blake, conceiving the season for action was now over (November) had dispersed his fleet; twenty of his ships had been sent to protect the Newcastle colliers; twelve were sent to Plymouth, and fifteen had gone into the river to repair the damages which they had received in a storm. The Dutch admiral having intelligence of this, and that the English fleet consisted of only thirty-seven ships, many of which were but thinly manned, he resolved to attack him in the Downs; and on the 29th of November he presented himself before the English fleet, Blake, after calling a council, resolved to engage him, notwithstanding this great inequality: but, the wind rising, they were obliged to defer fighting till next day. In the morning both fleets plied westward, Blake having the weather-gage. About eleven the battle began with great fury; but, very unluckily for the

English, half of their small fleet could not engage. The Triumph, in which was Blake, the Victory, and the Vanguard, bore almost the whole stress of the fight, having twenty Dutch men of war upon them at once; and yet they fought it out till it was dark. Late in the evening, the Garland, commanded by Captain Batten, and the Bonaventure, Captain Hookston, clapped Van Tromp aboard, killed his secretary and purser by his side, and had certainly taken his ship, if they had not been boarded by two Dutch flags, by whom, after their captains were killed, both these ships were taken. Blake, who saw the fate of his captains, and the loss of his ships, pushed forward to their relief, and must have shared the same fate, if the Vanguard and Sapphire had not stood by him with the utmost resolution, and at last brought him off. The Hercules was run ashore in the retreat; and, but that they took advantage of the night, and retired first to Dover, and then into the river, most of the ships engaged would have been lost.

After continuing in the Downs some time, the Dutch admiral sailed for Calais, took part of the Barbadoes fleet, and other prizes, and then made sail for the isle of Rhé; and according to the Dutch historians, elated with his success, placed a broom at his top-mast head, to intimate that he would *sweep* the narrow seas; for this vaunting, however, we can find little cause, when we consider their superior force, and that one of their best ships was blown up, and two of their admirals completely disabled.

The parliament, now with promptitude, issued a proclamation, offering rewards to all who should enter within the space of forty days; and further increased the seamen's pay five shillings, that is, to twenty-four shillings per month; these measures succeeded, and in six weeks they had a fleet of sixty men of war ready to put to sea. Admiral Blake, whom the parliament, notwithstanding his late misfortune, still caressed, was to have the command of forty in the river, and twenty more at Portsmouth.

On the 11th of February, both fleets joined at Beachy Head, and thence Admiral Blake sailed over against Portland, where he lay across the channel. This was a welcome, the Dutch admiral, was not prepared to expect, after the late discomfiture of the English fleet: he had between two and three hundred merchant-ships under convoy, and was therefore much amazed, when, sailing up the channel, he found Blake so stationed, that it was impossible to avoid fighting. According to the most respectable historians their forces were nearly equal, each having about seventy sail.

Admirals Blake and Deane were both on board the Triumph, and with twelve stout ships led their fleet, and fell in first with the Dutch, on the 18th of February, 1653, about eight in the morning. They were roughly treated before the rest of the fleet came up, though gallantly seconded by Lawson in the Fairfax, and Captain Mildmay in the Vanguard. Blake was wounded in the thigh with a piece of iron which a shot had driven, and the same piece of iron tore General Deane's coat and breeches. Captain Ball, who commanded the ship, was shot dead, and fell at Blake's feet; his secretary, Mr. Sparrow, was likewise killed whilst receiving orders: besides these, he lost an hundred seamen, and the rest were most of them wounded; the ship too, was so miserably shattered, that it had little share in the two next days' fights.

In the Fairfax there were an hundred men killed, and the ship much damaged; the Vanguard lost her captain and many men. The Prosperous, a ship of forty-four guns, was boarded by de Ruyter, and taken; but, de Ruyter's ship being at that instant boarded by an English man of war, Captain Vesey, in the Merlin frigate, entered the Prosperous, and re-took her. The vice-admiral of the blue squadron, (the Assistance) was disabled in the beginning of the fight, and brought off to Portsmouth, whither the Advice quickly followed her. Tromp, who was long engaged with Blake, lost most of his officers, and had his ship greatly torn; de Ruyter lost his main and fore-top-mast, and very narrowly escaped being taken. One Dutch man of war was blown up; and six more either sunk or taken. The appearance of those taken was horrible beyond description; their riggings were literally clothed with blood and brains.

The night was passed in preparing for a second engagement. On Saturday morning the enemy was seen seven leagues off Weymouth, whither the English plied, and came up with them in the afternoon, about three leagues to the north-west of the Isle of Wight. Tromp had drawn his fleet together, and ranged it in the form of a half-moon, inclosing the merchant ships within a semicircle, and in that posture maintained a retreating fight. The English made several desperate attacks, striving to break through to the merchant ships: on which occasion de Ruyter's ship was again so roughly treated, that she was towed out of the fleet. At last the merchant-men, finding they could no longer be protected, began to shift for themselves, throwing part of their goods overboard, for the greater expedition. The English admiral says, the Dutch loss was eight men of war, and fourteen or sixteen merchant ships, and that the fight continued all night.

On Sunday morning, the Dutch were near Boulogne, where the fight was renewed, but with little effect. Tromp had slipped away in the dark with his merchant-men to Calais-sands, where he anchored that day with forty sail; the wind favouring him he thence tided it home, our fleet pursuing but slowly; however, the Captains, Lawson, Martin, and Graves, took each a Dutch man of war; and Penn picked up many of their merchant-men.

According to the historians of this day, this affair may be thus summed up: on the first day the Dutch had the advantage; on the second the English were triumphant, and on the third they obtained a decisive victory. The English lost but one ship, and that was sunk by its commander, Captain Batten, who found it too much disabled to keep the sea. The Dutch loss was eleven men of war and thirty merchant-men. The killed and wounded on both sides was very great, and nearly equal.

During this period an action took place in the Streights, between a Dutch and English squadron in the road of Leghorn, in which, though the English were defeated, the skill and determined courage of the British navy were perhaps never more brilliantly displayed:—

The English squadron consisted of the Leopard of fity-two guns, and one hundred and eighty men; the Bonaventure, forty-four guns, and one hundred and fifty men; the Samson, thirty-six guns, and ninety men; he Levant Merchant, twenty-eight guns, and sixty men; the Pilgrim, hirty guns, and seventy men; and the Mary, of thirty guns, and seventy men; under the command of Commodore Appleton.

The Phœnix, a vessel which was taken from the English, in the encounter near Elba, formed part of the Dutch squadron; and the English Commodore, notwithstanding they were then laying in a neutral port belonging to the Duke of Tuscany, formed the design of taking that ship; accordingly on the 26th of November, 1652, he equipped three boats, manned with resolute men, and commanded by Captain Cox, to execute this project; in which they succeeded so well that they boarded the ship, and so surprised the Dutch that they made little resistance; young Van Tromp, who commanded her, leaped into the water to avoid being taken; and the ship was carried away before the Dutch, who lay next her, were apprised of what had happened. The Duke of Tuscany, however, informed of this, and conceiving it a violation of the neutrality of the port, demanded the Commodore either to restore the ship, or depart from thence. Van Galen, with sixteen men of war, a fire ship, and several stout merchant vessels, lay before the harbour; and we have it from the best authority, that the crews of the merchant-men were offered a share of the booty if they would engage; to depart, therefore, was attended with great danger, yet the English chose rather to attempt this, than to deliver up the ship; and with this view they despatched away advice to Bodley, who lay at the island of Elba, with two men of war, a fire ship, and the four merchant-men who were in the former engagement with Van Galen; and it was understood between the two commodores, that Bodley should divert Van Galen, at the time fixed, by appearing in sight, and so draw them from before the harbour. On the 3rd of March, Bodley caused four of his swiftest sailing vessels to approach the enemy, when their whole squadron put to sea, and gave them chace. Upon this Appleton, perhaps somewhat too hastily, came out; and the Dutch, aware of their plan, immediately gave over the chace, tacked, and fell upon the English squadron with nine of their men of war; while the rest observed Bodley, who was totally unfit for action, both from the loss of men in the late fight, and from the value of the lading of the merchant ships under his convoy, having on board fifteen hundred bales of silk, and other valuable goods.

At the first encounter, a shot from the Dutch admiral blew up the Bonaventure, and at the same time a shot from that ship wounded Van Galen. Commodore Appleton was attacked by two of the enemy's ships at once, and maintained a close fight for between four and five hours, with such resolution, that both the Dutch ships were so disabled as scarcely to be able to fire a shot. Van Galen, notwithstanding the severity of the wound he had received, hastened to the relief of his friends, and was in great danger from a fire ship which had been sent from Bodley's squadron; another ship, however, came to their aid, and they renewed the attack. Appleton now finding himself opposed by such unequal numbers, after having exerted every nerve in defence of his ship, was compelled to yield. The young Van Tromp, who attacked the Samson, was beaten off after a severe conflict, but the Samson was soon after burnt by a fire ship; the Levant Merchant also beat off another of the enemy's ships, and stranded her; but at last was taken, together with the Pilgrim, which had lost her main and mizen-masts in the fight. The Mary, thus left alone, escaped and joined Bodley's squadron, which put an end to the engagement. The Dutch admiral had his leg broken by the shot from the Bonaventure, of which he died; according to the Dutch historian, Basnage, he was buried at Amsterdam, where the States erected a magnificent monument in his memory.

We shall now notice the great change made in the civil government by Oliver Cromwell, who, by force dissolved the parliament, on the 25th April, 1653. Historians attribute to Cromwell whatever was done after the murder of the king; and the reasons assigned by Dutch writers for the measure, the dissolving the parliament, is, that he suspected they were inclined to make peace with them. Now the fact is, this war was entirely the parliament's; and began upon the old score, and which Charles, had he been able, would have prosecuted; and Cromwell seeing that if we had conquered the Dutch, his projects at home would not so easily have been accomplished, was anxious for a reconciliation, which he effected.

From this extraordinary change in the English government, the Dutch did not reap so much benefit as might have been expected, and this may be accounted for, when we reflect that the officers of both the navy and the army, were inclined to the protector, because his government was entirely military; they, however, were certainly gainers by the change, for Van Tromp convoyed a great fleet of merchant-men of the north, and though our navy followed him to the height of Aberdeen, yet it was to no purpose, he escaped them both going and coming back, which gave him an opportunity of coming into the Downs, making some prizes, and battering Dover Castle. This was on the 26th of May, and on the last of that month he had intelligence, that Monk and Deane, who commanded the English fleet, were approaching; and that their whole fleet consisted of ninety-five sail of men of war, and five fire-ships. The Dutch had ninety-eight men of war, and six fire-ships.

On the 2d of June, in the morning, the English fleet discovered the enemy, whom they immediately attacked. The action began about eleven o'clock, and the first broad-side from the enemy carried off the brave Admiral Deane, whose body was almost cut in two by a chain-shot. Monk, with much presence of mind, covered his body with his cloak; and both admirals being on board the same ship, the fleet had no notice of this event; and the fight continued with the same warmth as if it had not happened. The blue squadron charged through the enemy, and Rear-admiral Lawson bid fair for taking de Ruyter; and after he was obliged to leave his ship, sunk another of forty-two guns, commanded by Captain Buller. The fight continued very hot till three o'clock, when the Dutch fell into great confusion, and Tromp saw himself obliged to make a kind of running fight till nine in the evening, when a stout ship, commanded by Cornelius Van Velsen, blew up. This increased the consternation in which they were before; and though Tromp used every method in his power to oblige the officers to do their duty, firing upon such ships as drew out of the line, yet it was to no purpose, but rather served to increase their misfortune. In the night, Blake arrived in the English fleet, with a squadron of eighteen ships, and so had his share in the second day's engagement.

Tromp did all that was consistent with his honour to avoid fighting the next day; but the English fleet came up with them again by eight in the morning, and engaged with the utmost fury: the battle continued for about four hours, and Vice-admiral Penn boarded Tromp twice, and had taken him, had he not been seasonably relieved by de Witte and de Ruyter. The Dutch again fell into confusion, and, instead of trusting to their arms, they sought shelter on the flat coast of Newport, from whence, with difficulty enough, they escaped to Zealand. That the Dutch had six of their best ships sunk, two blown up, and eleven taken; six of their principal captains were made prisoners, and upwards of fifteen hundred men. Of these one was a vice-admiral, and two were rear-admirals. Of the English, Admiral Deane and one captain were all the persons of note killed; but few private men, and not a ship was missing. The Dutch being now completely blocked up in their ports, sent ambassadors into England to negociate a peace almost on any terms.

In the mean time they industriously set about repairing their past losses, and equipping a new fleet, and in order the better to effect this, they raised the wages of the seamen, and advanced them part before-hand; and by these means were enabled to put to sea with a fleet of upwards of ninety ships, before the end of July. With this force they proposed to block up our ports, and by this means draw the English fleet from their stations before their's. Van Tromp, however, was first to sail to the mouth of the Texel, where de Ruyter, with twenty-five ships, was kept in by the English squadron, in order to release them.

On the 29th of July, 1653, the Dutch fleet came in sight of the English, who were anxious to give them battle; but Van Tromp, wishing to release de Witte, kept off, so that it was seven at night before General Monk, in the Resolution, with about thirty ships, great and small, came up with them, and charged through their fleet. Night came on, and there passed nothing more. Van Tromp sailed northward, joined de Witt's squadron and gained the weather-gage, before Monk who had sailed southward, was aware. The next day the sea ran so high that it was impossible for the fleets to engage. On Sunday the 31st, the weather having changed, both fleets engaged with great fury. The battle lasted eight hours, and was as terribly contested as any that had happened throughout the war. The Dutch fire-ships were managed with such dexterity, that many of the large vessels in the English fleet were in the utmost danger; and the Triumph was so effectually fired, that her crew, with few exceptions, threw themselves into the sea, and yet those few were so fortunate as to put it out. Lawson engaged de Ruyter briskly, killed and wounded half his men, and so disabled his ship, that it was towed out of the fleet; but the Dutch admiral did not leave the battle so, he returned in a galliot, and went on board another ship. About noon, Van Tromp was shot through the body with a musket ball, as he was giving orders. The enemy, on this, became greatly discouraged, and took to flight. Our lightest frigates pursued them closely, till the Dutch admiral, perceiving they were of no great strength, turned his helm and resolved to engage them; but some larger ships coming to their assistance, the Dutchman was taken.

According to General Monk's letter, and other information, the loss of the Dutch may be thus stated: five captains taken prisoners, between four and five thousand men killed, and twenty-six ships of war either burnt or sunk: of the English, whilst that was only in ships, two, the Oak and the Hunter frigate, burnt; in men, they lost six captains killed, and upwards of five hundred seamen. There were also six captains wounded, and about eight hundred private men.

Some circumstances attending this victory, deserve particular notice. Monk, finding occasion to employ the merchant vessels in his fleet, sent their captains to each other's ships, in order to take off their concern for their owners vessels and cargoes. This scheme was effective, for no ships in the fleet behaved better. He also ordered, aware that in most engagements, many opportunities were lost, by taking ships and sending them into harbour, and considering that still greater inconveniences must arise from their nearness to the enemy's coast, and distance from their own, that they should not either give or take quarter; this, however, was not so strictly observed, but that twelve hundred Dutchmen were taken out of the sea, while their ships were sinking.

Such was the activity of Monk, that of the five flags of the enemy, that were flying at the beginning of the battle, he brought down three himself, Tromp's, Everson's, and de Ruyter's: and for these great exertions, Cromwell, on the 25th of August, 1653, being the day appointed for a general thanksgiving, at a public dinner in the city, put a gold chain around his neck, the which he wore during the whole of the dinner-time; Blake, Penn, and Lawson, and the rest of the flag officers, were also rewarded with gold chains; and the captains had medals given to them.

The States buried Tromp, at the public cost, at the church of Delft, and erected a most splendid monument to perpetuate the memory of their hero; and distributed medals, to hand down to the latest posterity, the glorious deeds he had achieved. With great constancy, they now returned to their affairs, and, as soon as the departure of the English fleet permitted, sent de Witte, with fifty men of war, and five fire-ships to the Sound, to convoy home a fleet of three hundred merchant-ships; which he performed, notwithstanding the English fleet was on the look out to intercept him. This good fortune was quickly succeeded by accidents that more than overbalanced it; for an English squadron falling in with a numerous fleet of merchant vessels, in the mouth of the Ulie, captured most of them; Admiral Lawson, too, in the north, destroyed their herring-fishing, and sunk or took many of the frigates stationed there for its protection: and to crown their disasters, a violent storm drove from their anchors about thirteen of their stoutest men of war, and running on shore, they were lost.

On the 4th of April, 1654, after the Dutch ministers at our court had been long contending with great difficulties, to bring about a reconciliation, a treaty of peace was concluded on the following terms: first, that as many of the persons now living as could be found, who were engaged in the massacre of Amboyna, should be forthwith given up to justice; this article, however, was never executed: they were to acknowledge the English sovereignty at sea, and were to strike to the British flag; to give the East-India company satisfaction for the loss they had sustained; and, by a private article, bind themselves never to elect as stadtholder, any member of the house of Orange.

Though hostilities had notconti nued two years, the loss of the Dutch (according to their own accounts) is estimated at six millions of pounds sterling, the English having taken one thousand seven hundred prices. The English loss may be stated at about a million and a half, and in number about a fourth.

The war with France still continued; our men of war taking or destroying their's whenever they met with them; and their privateers annoying our commerce whenever they had an opportunity. The French ministry made an attempt to get themselves included in the peace ratified with the States, but Oliver would not listen to that, and it was not till 1655, that they obtained their desire, and then they were compelled to submit to his own terms. The first sign of Cromwell's reconciliation to the French, was the restoring the ships taken by Blake, with provision and ammunition for the garrison of Dunkirk. Historians are pretty generally of opinion, that an understanding between Cardinal Mazarine and Cromwell had taken place, and that the cardinal was the primary mover of the Spanish war; he having persuaded the protector that his navy could not be better employed than in conquering the Spanish West-Indies, while France attacked the same power in Europe; and that she would gladly relinquish her royal family, (and so silence his fears of an invasion) to purchase his assistance. A priest of the name of Gage, who had been long in America, had also furnished him with considerable information as to its wealth, and the weakness of the Spanish force there, conveyed in a paper, entitled, "Some brief and true observations concerning the West Indies, humbly presented to his highness, Oliver, Lord-protector of the commonwealth of England, Scotland, and Ireland, by Thomas Gage."

After the ratification of the treaty of peace with the Dutch, the protector ordered the naval force of the country to be repaired, and that several new ships should be added; he also directed that the magazines, &c. should be well supplied with every thing necessary for the immediate equipment of a fleet. In the summer of 1654, he fitted out two large fleets, the one under Admiral Blake, the other commanded by Vice-admiral Penn. Their instructions were not to be opened till they were out at sea.

Blake soon put to sea, and having examined his papers, found his orders were to procure satisfaction from all princes or states, which had either insulted the government, or injured the trade of England.

Previous to his departure, it had been circulated, with much labour, that he was to protect the kingdom of Naples from the French; and this report having (as it was intended) reached the Spaniards, they accordingly treated the admiral with every possible respect. The first place that Blake went to was Leghorn, where he was to demand from the grand-duke restitution for the prizes purchased by his subjects from the Prince Rupert; and for the damage done by Van Galen when Commodore Appleton was forced out of Leghorn road. The sum which was first stated as necessary to compromise this affair, was very large, but it was afterwards lowered to sixty thousand pounds, which was the sum (the historians of that day lead us to conclude) paid.

The sailing of this fleet threw all the princes of Italy into consternation. Such was the alarm of the pope, when he heard that it was in the Mediterranean, that he gave immediate orders for the removal of the vast treasure at Loretto, with a view of defeating any design the protector might have had on that wealthy monastry.

From Leghorn, Blake proceeded to Algiers, and anchored without the mole, on the 10th March, 1655; and dispatched an officer to the dey, to demand, on behalf of his master, satisfaction for the piracies formerly committed on the English, and that all English captives should be set at liberty. The reply was, that the ships and captives were now the property of private persons, and that with safety to himself, he could not take them, but that he would take care they should be speedily redeemed, upon easy terms; and would make a treaty, to prevent hostilities upon the English for the future.

Upon this, Admiral Blake sailed for Tunis, and despatched his officer on shore with like instructions, and received for answer, "Here are our Castles of Guletta and Porto Ferino;—you may do your worst, we do not fear you." The admiral resolved upon acting, and immediately entered the bay of Porto Ferino, and came within musket shot of the castle and line, upon both which he played so warmly, that they were soon in a defenceless condition. There were nine ships in the road, which Blake determined to burn; and accordingly ordered every captain to man his long boat with choice men, and to fire the ships; while he and his fleet covered them from the castle, by playing continually on it. The seamen in their boats, gallantly assaulted the corsairs, and burnt all their ships, with the loss of twenty-five men killed, and forty-eight wounded. From Tunis the admiral sailed to Tripoly, and having concluded a peace with that government, he returned to Tunis, and threatening them with destruction, the inhabitants implored him to grant them a peace, which he did on terms honorable and profitable to England.

The fleet under the command of Penn, about thirty ships of war, and several transports, sailed in December, 1654. The admiral was aided by Vice-admiral Goodson, and Rear-admiral Blagge. The land forces were to be commanded by Colonel Venables. This fleet was very poorly equipped and manned, and it is generally believed, that as the two principal officers, Penn and Venables, were both in the king's interest, and as most of those on board the fleet were discontented with the protector, the grand end of this expedition, aimed at by Cromwell, was the getting rid of them, hoping to make them serviceable in filling his now empty coffers.

The fleet arrived in Carlisle Bay on the 29th of January, 1655, where they were received by the inhabitants of Barbadoes with much respect. Having made the necessary arrangements for their descent upon Hispaniola, and taken on board many volunteers, they sailed on the last of March for St. Christopher's; here they were joined by other volunteers, so that when they embarked for Hispaniola, the colonel (Venables) had a body of ten thousand troops. These volunteers, as well as those who left England with the fleet, had joined with a view of making their fortunes, and when they came to understand that every penny of their plunder was to be accounted for, a general mutiny had like to have followed; however, they were in some degree appeased by a promise of six weeks' pay, by way of equivalent. In this state of affairs they arrived before the city of St. Domingo; and Venables proposed that they should sail directly into the harbour, which was opposed by the sea officers, and Vice-admiral Goodson was ordered, with part of the squadron, to land them at the river Hine; but when at sea, he found he had no pilots to conduct his ships into the mouth of the river, and the troops were obliged to be landed at the west point; from whence they had to march through a woody country, without any guide, of forty miles; and in consequence of extreme heat, want of water, and the great fatigue of the journey, numbers, both of men and horses, died. After a march of four days, they reached the point where they might at first have been put on shore; but by this time the enemy, recovered from their first surprise, had assembled their whole strength. Colonel Buller, who had landed with his regiment near Hine river, and was to have remained there till the army joined him, thought fit, on the coming of Cox the guide, to march away; and, for want of this guide, the general and his forces marched ten or twelve miles out of their road. Exasperated with these disappointments, and the hardships they had undergone, the regiment of seamen, under the command of Admiral Goodson, mutinied first, and then the land-troops; so that the general had much ado to prevail on them to ford the river. At length Colonel Buller, and Cox, joined them, and promised to conduct them to a place where they might water; but the colonel taking the liberty of straggling for the sake of pillage, the Spaniards attacked him, and Cox, their only guide, was killed; the Spaniards were at last repulsed, and pursued within cannon shot of the town.

In this condition, a council of war was called, and after mature deliberation, it was resolved to march to the harbour, which, with much difficulty they effected. There they stayed three or four days, to furnish themselves with provisions and other necessaries; and then, with a single mortar-piece, marched into the island again, to reduce the fort. The vanguard was commanded by Adjutant-general Jackson, who, as soon as he was attacked by the Spaniards, ran away, and his troops after him. The passage through the woods being very narrow, they pressed on the general's regiment, who in vain endeavoured to stop them with their pikes. They likewise disordered Major-general Haine's regiment, which gave the enemy, who followed very eagerly, and afforded no quarter, great advantage; so that the major-general, and the bravest of the officers, who, like Englishmen, preferred death before flight, ended their days here. At last, General Venables and Vice-admiral Goodson, at the head of their regiments, forced the run-aways into the wood, obliged the enemy to retire, and kept their own ground, notwithstanding the fire from the fort was very warm.

The forces were now so much discouraged, that they could not be brought to work the mortar; and the general, though reduced to [illegible]ry low condition, caused himself to be led from place to place, to encourage them; till fainting at last, he was compelled to leave the attack to Major-general Fortesque, who did what he could to revive their spirits, but to little purpose.

A council of war was again called, and it was agreed that as the whole army was in the greatest distress from the want of water, and the enemy having fortified all the passes, that they should march to a place where it was understood that necessaries had been put on shore from the ships. The soldiers in this march followed their officers until danger presented itself, and then they looked only to themselves; the commissioners in their letter written to the governor of Barbadoes, attribute the disorders to the volunteers from that place and St. Christopher, and observed that if the enemy had not been as cowardly as their own men, in a few days the whole army might have been destroyed; and they had resolved therefore to leave the place and try what could be done against the island of Jamaica.

On the 1st of May, after having been on shore sixteen days, the resolution of sailing to Jamaica was agreed to in council; the army was accordingly embarked; but the sick and wounded men were left on the bare decks for eight and forty hours, without either meat, drink, or dressing, insomuch that worms bred in their sores: and while they were on shore, the provisions sent to them were candied with salt, notwithstanding they had not water sufficient to quench their thirst. Indeed we have it from Venables, that Penn gave Rear-admiral Blagge orders not to furnish them with any more provisions, of what kind soever; so that they eat up all the dogs, asses, and horses in the camp, and some of them such things as were in themselves poisonous, of which about forty died.

Previous to the embarkation of the forces Adjutant-general Jackson was brought before a court-martial for his notorious cowardice; and sentenced to be cashiered, to have his sword broken over his head, and condemned to do the duty of a swabber, in keeping clean the hospital ship: a sentence which such a paltroon richly deserved.

On the 3rd of May they landed their troops again, and on this occasion things were managed better; for General Venables, issued his orders, that if any man should attempt to run, the next man to him should put him to death, with which if he failed to comply, he should be liable to a court-martial. On the 4th they attacked a fort, which they carried; they now prepared to attack the town of St. Jago, but the inhabitants prevented this by a timely treaty; but before the general would listen to any thing, he insisted that sufficient provisions for his men should be supplied by them daily, this was assented to, and fulfilled, which gave the soldiers fresh spirits; and in a little time the negociations ended in a complete surrender of the island to the English.

The commissioners were now desired by General Venables, who found his health daily decrease, to open their final instructions, to which, after deliberation, they assented; when it appeared from these that in case of necessity he had power to resign his command: he therefore availed himself of this, and invested General Fortesque with the command accordingly. Penn followed his example, delivering up his charge to Vice-admiral Goodson, with whom he left a stout squadron of ships, and with the rest of the fleet returned to England. On their arrival in England in September, 1655, they were both committed to the Tower. The protector insisted only that they should confess their fault for having deserted their charge; Penn readily complied with this, but Venables refused, alleging that he had committed no fault, his instructions empowering him, in case of inability to execute his duty, to resign his command.

Blake's fleet continued all this time in the Mediterranean, and was now (1656) in the road to Cadiz, where he lived on the best terms with the Spaniards; for, till the blow was struck at Jamaica, the protector had been careful that his design of making war upon them should not be known. When this reached them, they declared against him immediately, and seized upon the effects of all the English merchants, in their dominions. And now, when nothing further was to be got by concealment, Cromwell sent Mr. Montague with a small squadron to join Blake, with instructions to block up the port of Cadiz, in which there was a fleet of forty sail, intended to secure the flota, and they were likewise to prevent the flota from coming in, without being themselves sharers in the riches that were on board. These orders they executed with great skill, keeping up their stock of provisions and water from the coast of Portugal. Thither, for that purpose, they had sailed with the greatest part of their fleet, when the squadron from the Indies approached Cadiz. Rear-admiral Stayner, with seven frigates, plied to and fro, till these eight large ships were in view. The Spaniards had mistaken his vessels, as they lay low in the water, for fishermen, and this gave Stayner an opportunity of coming up with and fighting them, and though the wind prevented four of his ships from acting, he, with only the Speaker, the Bridgewater, and the Plymouth, succeeded, after an obstinate engagement in sinking two, running two on shore, and taking two prizes, the other two escaped.

We cannot, in this place, but relate the miserable fate of the Marquis of Badajoz, who had been governor of Peru, and with his wife and family were on board one of the vessels which were destroyed. The following account is from Captain Richard Stayner's letter:—

The Marchioness and her eldest daughter, a young lady of about fifteen, who was betrothed to the Duke of Medina Celi, seeing the vessel in flames, fell down in a swoon and was burnt to death. The viceroy, her lord, had opportunity sufficient to have saved himself; but when he saw the fate of his wife and daughter, whom he loved most tenderly, he was resolved not to survive their loss, and said he would die where they died; he tenderly embraced his wife, and perished with them, together with one of his sons. Two sons and three daughters, one of them an infant about twelve months old, together with about ninety other persons, the only remains of this wretched scene of horror, were saved. They were brought to the admiral in the prize, in which were two million pieces of eight. General Montague, with part of the fleet, was despatched to England with the bullion taken. For the success attending this officer a day of thanksgiving was appointed by the parliament, who immediately issued a declaration of war against Spain.

The protector now turned his attention to Jamaica, and equipped a squadron of men of war, with a considerable body of troops, under Colonel Humphreys, for that station; he was accompanied by Major Sedgwick, who was to be the governor of the island. They found every thing going on well: Colonel Doiley, to whom Fortescue had resigned the command, was so indefatigable in the service of his master, that he had completely driven the Spaniards out of the island; yet this man, because he had been formerly a cavalier, was to be removed from the government. Sedgwick, however, died, so did Fortescue; and Humphreys, according to his orders, returned home with his fleet. Cromwell now despatched another thousand men from Scotland, with a Colonel Brayne, who was to succeed Doily in the government; but his death, almost as soon as landing, still left Colonel Doily in possession of the governorship, the functions of which he exercised with great skill and integrity to the time of the Restoration, when, through his able and vigilant management, Jamaica had become a considerable and populous plantation.

Admiral Blake continued to cruize before the haven of Cadiz and in the Straits, till the month of April, 1657; when he obtained information of another Plate fleet, which had put into Santa Cruz, in the island of Teneriffe; and he therefore sailed thither, and arrived before the town on the 20th of April. The Spanish fleet consisted of six galleons, valuably laden, and ten other vessels; the galleons, because of their drawing so much water, lay without the boom; the others were within the port, with ng barricados before them. The port was strongly fortified; on the h was a large castle well furnished with artillery, and seven forts, ed by a line of communication, well supplied with soldiers. Such the confidence of the Spanish governor, in the strength of the place, in the dispositions he had made, that when the captain of a Dutch el asked leave to sail, under the impression that Blake would attack ships in the harbour, he sharply replied, "Get you gone, if you will, let Blake come if he dares!"

council of war having been called, it was resolved to attempt the de- ction of the enemy's fleet, since it was impossible to bring them off. tain Stayner, with a squadron, was ordered to make the attack, who forced his passage into the bay, while other frigates played on the and line, and thus prevented them from giving our ships much dis- ance. The squadron under Stayner was quickly supported by Blake, the whole fleet, who boarded the Spanish galleons, and soon made elf master of them all, and then set fire to them. The whole of the ny's fleet was burnt down to the water's edge, with two exceptions, and e were sunk; and the wind now veering to the south-west, he passed his fleet safe out of port. The English loss in this bold undertaking, ch probably has not hitherto been paralleled, was but about forty-eight killed, and one hundred and twenty wounded.

Vhen the news of this glorious achievement reached England, the iament ordered a day to be set apart for thanksgiving; resolved on enting the admiral with a ring, value five hundred pounds, as a token heir high opinion of his skill and courage, and of his country's grati- . To the captain who brought the intelligence of this affair, they ented one hundred pounds, and further ordered that the thanks of the se should be given to all the officers and men employed in this ser- . Stayner returned soon after, and was knighted by the protector.

he fleet, under the command of Blake, returned home, and the Spa- war by sea terminated; for the protector having entered into a er alliance with France, had sent over a body of land-forces for ders, who assisted in taking the port and fortress of Dunkirk, which delivered to the English, who retained it till after the Restoration.

the year 1658, a war having been carried on for some years be- the kings of Denmark and Sweden, which was likely in its conse- ces to affect the maritime powers of Europe; and the Dutch, having lved to fit out a fleet for the assistance of the Danish king, it was ght expedient by the English government that they should aid the des, but that they should not avow it; and, accordingly, Sir George

Ayscue had orders to accept a commission as admiral from the king of Sweden. Sir George sailed in a Swedish ship with a number of brave officers attached to him, and an English squadron was equipped under Vice-admiral Goodson, which was to act in conjunction with Sir George Ayscue when he published his Swedish commission; but this fleet, being long detained by contrary winds, Oliver Cromwell died in the mean time. This did not prevent the prosecution of the plan, for Richard Cromwell adopted his father's scheme, and the fleet at length sailed, but it was so late in the season that it could not reach Copenhagen for the ice, and it returned home without effecting any thing. Not dismayed by this misfortune, a stout fleet was fitted out for the Baltic, under the command of Admiral Montague, who had also a commission to join in the negociation in the north, with the ambassadors, Sidney and Honeywood. The admiral arrived at Copenhagen, and showed great judgment in the management of affairs; for, anxious to avoid another Dutch war, he obliged the King of Sweden to think of peace, to which he was at first but little inclined. While he thus skilfully executed the duties of his commission, he carried on a correspondence with the king, disposed the fleet for his service, and when the measures were concerted for Sir George Booth's rising, (1659) intelligence of which had been sent to him, he determined instantly to return to England; but having got intelligence that his fellow-ambassadors, who were republicans, were apprised of his secret communications with the royalists, and had determined on arresting him if he came on shore, he wisely put this out of their power, and the better to effect his wishes to return home, called a council, and represented to them the scarcity of their provisions, and the difficulty they should have in replenishing their stores in that place, there being a Dutch fleet there at the same time, it was unanimously agreed, they should return, and the admiral weighed anchor accordingly. On his arrival in England, however, he found Sir George Booth had been defeated, and was a prisoner, and the old parliament again restored; and he resolved, notwithstanding he had forty sail of good ships under his command, and the seamen much at his devotion, to go up to the parliament, and render an account of his conduct, which he did, September, 1659. The command of the fleet was then given to Admiral Lawson, who continued in the channel till General Monk came out of Scotland, when he was recalled to the command of the navy, and the supreme power of that force was vested in him, General Monk.

On the 4th of April, 1660, Montague received his majesty's letter, and caused it to be publicly read in the fleet; and, on the 11th of May, having had a message from General Monk informing him that the king's friends judged his majesty's present return to London absolutely necessary, without waiting for orders from the parliament, he sailed for Holland, and despatched an officer to the Hague, to inform the king that he was ready to receive him. And here we shall conclude our history of the maritime affairs of our country during this eventful period, merely observing, that whatever may be the domestic broils of Britain, her seamen when opposed to a foreign foe, will ever maintain her glory, and preserve her sovereignty on their element

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Though there were many eminent seamen, whose deeds of glory throughout these troublesome times, shed a lustre upon their country, yet, from the great paucity of matter left us by historians and writers of that day, we shall confine ourselves to a sketch of the life of one in whose praise all parties were unanimous.

ADMIRAL BLAKE was born in the month of August, 1598; and the first account we have of him as a public man, is his election as a burgess for Bridgewater, the place of his birth, in the parliament which sat April, 1640; but as this parliament did not sit long, and as in the next he was not elected, of his senatorial abilities we have no estimate. When the war between the king and parliament commenced, he espoused the cause of the latter, and took up arms in their service; and we soon hear of him as holding a captaincy of dragoons, and the foremost upon all occasions, where courage and dexterity were requisites.

In 1643, we find him under the command of Colonel Fiennes at Bristol, who had entrusted him with a little fort on the line. On the 26th of July Prince Rupert attacked the city, and the governor agreed to surrender it upon articles, but Blake still held out his fort, and killed many of the royalist army; for this the prince would have had him hanged, but for the interposition of his friends, who pleaded his inexperience; and prevailed upon him to give up the fort which he did, though with great reluctance. He next served in Somersetshire, as Lieutenant Colonel, under Popham, who was governor of Lyme; and here, the people claiming him as countryman, he was much beloved, and as most of his regiment were of that county, his means of intelligence was so great that he, in conjunction with Sir Robert Pye, surprised Taunton for the parliament, where he found ten pieces of ordnance, and a considerable quantity of ammunition. In 1644 he was appointed governor of that place; here again he covered himself with glory; for the vast importance of this garrison to the parliament, being the only one they had in the west, subjected it to the repeated assaults of the king's troops; Blake however kept possession, though his supplies were very irregular and short, and his works any thing but strong. At length General Goring came before the place with near ten thousand men, carried all the outworks, and actually took from him a part of the town; but Blake, held out the rest of it and the castle, with determined bravery, till relief came. For this great service the parliament gave the garrison a bounty of two thousand pounds, and honoured Colonel Blake with a present of five hundred pounds. All who have preserved the memory of the signal events in that unhappy war, allow this to have been a singularly gallant and soldier-like action.

In April, 1646, he marched with a detachment from his garrison, and reduced Dunster castle, the troops posted therein having given great disturbance to the country; this was his last military achievement. On the 24th of December following, the parliament ordered five hundred pounds to be paid him for disbanding some forces. When the parliament voted that no further addresses should be made to the king, Blake, as governor of Taunton, joined in an address of thanks to the House of Commons, for having taken this step.

We are now to speak of our hero as a naval commander, and though we are completely at a loss to comprehend why a man who had shewn so much ability as a cavalry officer, should be fixed upon for the supreme command of the navy, yet so it was; and it is on this element that the deeds which have immortalized his name, are to be found.

On the 12th of February, 1648-9, he was appointed one of the commissioners of the navy, and upon the 21st, in conjunction with Deane and Popham, to the command of the fleet. His first service was driving Prince Rupert from the Irish coast, and then following him into the Mediterranean. With this service the parliament were highly satisfied, and expressed their sense of his capacity and fidelity.

In February, 1651, he, on his return homewards, took a French man of war of forty guns; and, connected with this action, there are circum stances that deserve to be mentioned. Blake commanded the French captain on board him, and asked him, if he was willing to lay down his sword? he answered, he was not; upon which Blake bid him return to his ship, and fight it out as long as he was able. The captain took him at his word; fought him bravely for about two hours; and then submitting, went again on board Blake's ship, first kissed and then presented his sword to the admiral upon his knees. This ship, with four more, the admiral sent into England; and not long after arriving at Plymouth with his sqaudron, he there reeeived the thanks of the parliament for his vigilance and valour in his station; and was constituted one of the lords-wardens of the cinque-ports, as a further mark of their esteem and confidence.

In March following, Colonel Blake, Colonels Popham and Deane, or any two of them, were again appointed by act of parliament to be admirals and generals of the fleet for the year ensuing, in which they reduced the islands of Scilly, Guernsey, and Jersey, to the obedience of the parliament; and, as a new mark of honour, he was, on the 25th of November, elected one of the council of state. When the necessity of a Dutch war became apparent, the parliament, as a proof of their entire confidence in his conduct, constituted him, in March 1652, sole general of the fleet for nine months. The first battle was in the Downs, on the 19th of May, 1652, of which we have before given an account, there are some circumstances which relate to Blake, which, however, we shall here insert.

When he observed Van Tromp bore nearer his fleet than he had any occasion, he saluted him with two guns without ball, to put him in mind of striking sail; upon which the Dutchman, in contempt, fired on the contrary side. Blake fired a second and third gun, which Van Tromp answered with a broadside: the English admiral perceiving his intention to fight, detached himself from the rest of the fleet to treat with Van Tromp upon that point of honour, and to prevent a national quarrel: when Blake approached nearer to Van Tromp, he and the rest of his fleet, (contrary to the law of nations, the English admiral coming with a design to treat,) fired on Blake with whole broadsides. The admiral was in his cabin drinking with some officers, when the shot broke the windows of the ship and shattered the stern; which put him into a violent rage, and curling his whiskers, as was his practice whenever he was angry, he commanded his men to answer the Dutch in their own kind, saying, when his passion was abated, that "he took it very ill of Van Tromp that he should take his ship for a bawdy-house, and break his windows." Blake singly sustained the shock of the Dutch fleet for some time, till his own ships and the squadron under Major Bourne could join them; and then the engagement grew very hot, and continued until night put an end to it.

Early in the following month (June) having augmented his force, so that he conceived it competent to any undertaking, he caused a solemn fast to be held throughout the fleet, to implore God's blessing upon their arms; and his devotional zeal on this occasion encouraged the seamen as much as his personal prowess had ever done in the battles' heat. During this month he sent forty rich prizes into the river; and so effectually ruined the Dutch trade, that most of their vessels declined coming through the Channel, even under convoy, chusing rather to put into

French ports, land their cargoes there, and transport them to Holland, by land or water as they could.

On the 2nd of July Sir George Ayscue having returned from Barbadoes with a sufficient force to protect the Downs, Blake left him there and resolving on the execution of a project which he had long contemplated, the destruction of the herring fishery, he bore away for the north: here he soon fell in with the Dutch fishing vessels, which were in great numbers, under a convoy of twelve men of war, well manned: these he attacked, and they, aware of the great importance of their charge, were resolved to sell their liberty dearly: they were, however, taken. The Dutch say one escaped, the captain having fled as soon as he heard Blake was coming. Be this as it may, the whole fishery was left at the disposal of our admiral; who having threatened them with total destruction if ever they were found there again without leave, he permitted them to complete their ladings on their paying the demand which King Charles had insisted on—the *tenth* herring. This generous conduct of our admiral has been visited with the censure of some, who say it was impolitic, inasmuch as by retaining the fishing busses we might have established a fishery, and thus obtained some remuneration for the damages we had sustained from the Dutch; and that by detaining their mariners we should have considerably diminished their strength. On the first glance there is something feasible in these observations; but when we consider that most of the busses were contiguous to harbours, into which they could easily have put, and that the men on board were between six and seven thousand, the destruction of whom, certainly cannot find an advocate, and the propriety of making them prisoners, since he had already upwards of a thousand, must be disputed; we are of opinion that there will be but few found unwilling to award to him the praise of having acted as a brave man and an Englishman.

Of his succeeding exertions during the war with the Dutch we have taken notice in their proper place. His method of preserving order among the seamen, while the dissentions at home were so great, deserves to be noticed: it was in this that his *love* of his country was most conspicuous. He told his sailors, that whatever distractions there were in the councils of the state, it was his and their business faithfully to discharge the duties of their various stations, looking only to the glory and honour of their country; and his officers, that state affairs was not their province, but that they were bound to keep foreigners from fooling us. These sentiments entitled him to the respect of all parties; and his patriotism was acknowledged by all, insomuch that in the new modelled parliament, when Cromwell left only the choice of one representative to the town of Bridgewater. Blake was the man fixed upon to fill the important station, by his countrymen.

In 1654, he sailed for the Mediterranean, and in December came into the road of Cadiz, where he was received with the greatest respect by the Spaniards, and all the nations who were then in the port. A Dutch admiral would not wear his flag while Admiral Blake was in the harbour; and one of the victuallers attending the English fleet, being separated from the rest, fell in with the French admiral and seven men of war near the Streights' mouth; the captain of the victualling-sloop was ordered on board the admiral, who enquired where Blake was, drank his health with five putts, and then wished the captain a good voyage. These, and many other instances of the high estimation in which he was held, are to be met with in most of the historians of those times.

From Cadiz he sailed to Malaga, and whilst he lay in this road, again displayed his devotion in his country's cause, when it's honour was in the least affected: Some of his sailors having gone on shore, met a Catholic procession carrying the host to some sick person; the seamen paid no respect to this religious ceremony, but, on the contrary, ridiculed those who did. The priest who attended was highly indignant at this conduct, and put the people on resenting it; which they did, beating some of the sailors severely. This they reported to the admiral, who instantly sent a trumpet to the viceroy, to demand that the author of this insult should be forthwith given up. The viceroy had no authority over the priesthood, and therefore could not comply, was the answer. Upon this Blake sent another message,—He would not enter into the question as to who had the power, but if he was not delivered up in less than three hours he would burn the town. The inhabitants now became alarmed for their safety, and obliged the viceroy to send the priest. Blake with calmness and composure heard what was urged by the priest in extenuation of his offence, and then told him, that if he had complained of the outrage of his men, he would have punished them severely; for he would not allow the religion of any place where he touched to be affronted or molested by those under his command; but he added, "I will have you, and the whole world know that none but an *Englishman* shall chastise an *Englishman!*"

Of the taking of part of the Spanish Plate fleet by Captain Stayner, under the command of our admiral, and of the glorious affair at Santa Cruz, in the island of Teneriffe, our readers have already had an account; but there is a circumstance attending this last, that we have omitted, as belonging more particularly to his personal history, which as it respects his own glory, and the impartiality and justice of the man, surpasses even the great exploits at Santa Cruz: His brother, Captain Benjamin Blake, for whom our admiral had a most tender regard, had committed himself by some misconduct during the action; for which he was sentenced by Blake to be removed from his ship, and the command of it was given to another. An action like this could not but entitle him to the love of his crew, who convinced that his discipline was impartial, when he would not even spare his brother, were ever ready to execute his commands, and thus we are in some measure enabled to account for the extraordinary and glorious events which attended his career.

Admiral Blake now finding his ships much out of order, and his own health and spirits daily decrease, made all sail for England; but his disorder increased, and the object of his anxious solicitude, his native land, he was destined never to see again. He died as his ship, the St. George, entered Plymouth-sound, on the 17th of August, 1657, aged about fifty-nine years. His body was the next day embalmed and wrapped in lead, his bowels taken out and buried in the great church at Plymouth; and his corpse, by order of the protector, conveyed by water to Greenwich-house, whence he resolved to have it carried in great pomp to Westminster-abbey.

On the 4th of September, the corpse having lain several days in state, it was carried from Greenwich in a magnificent barge, covered with velvet, adorned with escutcheons and pendants, accompanied by his brothers, remoter relations, and their servants, in mourning; by Oliver's privy council, the commissioners of the admiralty and navy, the lord-mayor and aldermen of London; the field-officers of the army, and many other persons, in a great number of barges and wherries, covered with mourning, marshalled by the heralds at arms, who directed and attended the solemnity. Thus they passed to Westminster-bridge; and, at their landing, proceeded in the same manner, through a guard of several regiments of foot to the abbey. The body was interred in a vault, built on purpose, in the chapel of Henry VII.

To our humble tribute to this noble seaman, we shall add, the character given him, as a naval commander, by the Earl of Clarendon, who says, "He was the first man who declined the old tract, and made it manifest that the science might be attained in less time than was imagined; and despised those rules which had been long in practice, to keep his ship and men out of danger, which had been held in former times a point of great ability and circumspection; as if the principal art requisite in the captain of a ship had been to be sure to come home safe again. He was the first man who brought ships to contemn castles on shore, which had been thought ever very formidable, and were discovered by him to make a noise only, and to fright those who could be rarely hurt by them. He was the first that infused that proportion of courage into the seamen, by making them see by experience what mighty things they could do if they were resolved; and taught them to fight in fire, as well as upon water; and though he hath been very well imitated and followed, he was the first that gave the example of that kind of naval courage, and bold and resolute achievement;" and we conclude our memoir of this worthy, in the bold and emphatic language of Anthony Wood:—

"He was a man wholly devoted to his country's service; resolute in undertakings, and most faithful in the performance of them. With him valour seldom missed its reward, nor cowardice its punishment."

CHAP. XI.

Naval History of Great Britain, during the reign of Charles II., *from the time of his Restoration.*

We concluded our history of naval affairs during the civil war, on the despatching of an officer to the Hague, by Admiral Montague, to apprize his majesty that the fleet was ready to receive him. On the 23d of May, 1660, his Majesty, the Duke of York, and other persons of distinction, came on board, and were soon after safely landed in Kent. Grateful for this mark of attachment, the king was pleased to confer on Montague an earldom, and he was created Earl of Sandwich, had a garter, and was appointed Vice-admiral of England, under the Duke of York; Sir John Lawson, Sir Richard Stayner, and other officers, were knighted; and the seamen in general were promised the particular favor and esteem of his majesty.

During the first years of the king's administration he paid marked attention to maritime affairs. In September (1660) the Earl of Sandwich was sent with a squadron of nine men of war, to Helvoetsluys, to bring over the Princess of Orange, the sister of Charles II., and was received in Holland with marked respect; and it is related that the affection which the people shewed for the nephew of our king, the young Prince of Orange, afterwards King William, and for the English on his account, gave to those who had the principal direction of the affairs of the States, great offence; and this was considerably increased by the presenting of a memorial from the princess, recommending her son to their care, and desiring they would now declare their intentions of conferring on him the dignities which his ancestors had enjoyed. The fleet returned home on the 24th of September (the same month); and the King and Duke of York, went on board the admiral's ship, the Resolution, and lay there that night, and on the following morning minutely examined every ship in the squadron.

In 1661, a treaty of marriage having been concluded between his majesty and the infanta of Portugal, with whom he was to have, as her portion, three hundred thousand pounds, together with the island of Bombay, in the East Indies, and the city of Tangier in Africa, a numerous fleet was equipped to bring over the queen, and to secure Tangier in case of any opposition by the Moors, under the command of the Earl of Sandwich. This fleet sailed from the Downs on the 19th of June. The admiral sailed first for Lisbon, and from thence to Tangier, which place was put into the hands of the English on the 30th of January, 1662, when the Earl of Peterborough, with an English garrison, had the keys delivered to him by the governor. The Earl of Sandwich then returned to Lisbon, where he received, in jewels, sugars, bills of exchange, &c. the money portion of the infanta, and then sailed with her majesty for England, and arrived at Spithead on the 14th of May.

The ostensible purpose of this fleet was as we have stated; but, had there been no other object in view, there could certainly have been no occasion for a numerous fleet. The Algerines, and other piratical states, taking advantage of our intestine difficulties, had broken the treaty they had made with Admiral Blake, and began to capture English vessels with as little ceremony as they did French and Dutch; and it was with the intent of punishing these marauders, that so large a fleet was manned. On the 29th of July, 1661, the Earl of Sandwich came before Algiers, and sent Captain Spragge with a letter from King Charles, to the principal person in the government, with orders to bring off Mr. Brown, the consul, which was accordingly done. A council of war was held, and the following morning, propositions were made to the regency by Captain Spragge and Mr. Brown; and they returned with the following reply from the government of Algiers, That they would consent to no peace, under conditions that would deprive them of the right to search English ships; and further to shew that they were resolved, they worked very hard at a boom, which they brought over from the mole-head to the opposite corner of their port; that by the help of this, and other works they had raised, they might be able to defend themselves from any attacks that could be made by sea.

The admiral, however, resolved to attempt to burn their ships in the harbour, but he was prevented by the wind; and after a good deal of firing on both sides, in which the city suffered considerably, the admiral sailed for Lisbon, on the first of August, leaving under the command of Sir John Lawson, a strong squadron to protect the English trade, and harass the enemy, in which he was so completely successful, as to bring the Algerines to conclude peace with Great Britain, without their original reservation, the searching of English ships. But the Algerines still retaining a high opinion of the strength of their fortifications, soon returned to their old practices; and our government sent fresh instructions to Sir John, by which he was ordered to employ force to bring them to reason.

Notwithstanding the treaty which Charles had ratified with Holland, we have now to notice an affair, arising, by comparing the best accounts of the day, out of their jealousy of the English becoming their superiors in a commercial point of view, of a more serious nature, perhaps, than any that has hitherto claimed the care of the English court. The Dutch East and West India companies, which at this period constituted the greatest part of their commerce, entertaining this feeling of jealousy, were induced to take various steps, in those parts where their power prevailed, to the prejudice of the English. The East India Company in particular delayed the liquidation of the damages the English were to receive, and peremptorily refused to deliver up the Isle of Ron, (Pulo Ron) although one of the stipulations of the treaty; and further, pretended to prescribe the places where, and the terms on which, we should trade in the rest of the ports of India. The West India Company followed exactly the same course, and proceeded so far as to get Cape Corse Castle into their hands, which belonged to the British Company trading to Africa. The Duke of York was at this time governor of the African company; and being informed of this, sent Sir Robert Holmes, with four frigates, to the coast of Guinea, in order to make reprisals; this was in 1661. He accordingly summoned the Dutch to surrender Cape Verde to the Company within a limited time; offering them the liberty to continue their trade there as before. He then proceeded to a small fort possessed by the Dutch, which he obliged to surrender; this fort afterwards received the name of James'-fort, in honour of the duke. From thence proceeding to the river Gambia, he dislodged the Hollanders, and built a new fort.

The Dutch still refusing to deliver up to us Cape Corse, Sir Robert was sent a second time, in 1663, with a small squadron, to take it out of their hands by force; but searching a Dutch ship by the way, he found orders, from the Dutch West India Company to their governor, General Valkenburg, to seize the English fort at Cormartin; and this discovery disposed him to go beyond his original commission.

It was in January, 1664, when Sir Robert Holmes arrived with his squadron at Cape Verde. This cape is part of the main land of Africa, and lies on the west side of the kingdom of Jaloffi, and to the north-west of the river Gambia. About a cannon shot from this lies the now so well known island of Goree, whereon were two forts. The lower was furnished with about twenty pieces of cannon, and the upper with eight: the former was called Fort Nassau, the latter Fort Orange. Sir Robert first summoned these two forts on the island of Goree; but the governor refusing to surrender, he attacked and took them next day, together with a ship called the Crocodile, lying under their protection; having on the previous evening taken two Dutch ships, called the Vich-korf and the Vischer. In these forts he found a great quantity of goods ready to be shipped for Holland, and, among the rest, twenty thousand hides. These he loaded on his own and the Dutch ships, and transported them to Sierra Liona. He next proceeded to attack St. George del Mina, the strongest of all the Dutch forts; but, though himself and his seamen acted with great bravery, the design miscarried, and he was obliged to sheer off with some loss. To repair this misfortune, he resolved to attack Cape Corse Castle; which though it was so strong by situation, that one hundred men might have kept it against one thousand, yet he soon took it and some other places; after which he sailed from the Coast of Guinea to North America, where he reduced a Dutch settlement, called the New Netherlands, in the month of August, 1664, changing the name into that of New York, in honour of the duke. This was not done merely by way of reprisal, but by virtue of a claim of right: for the New Netherlands, being first discovered by the English under the conduct of John and Sebastian Cabot, who took possession of all that northern coast in the name of King Henry VII. of England, and had therefore been always esteemed a part of the English-American dominions, and the title to it maintained by our monarchs till the year 1637, when it was first seized and planted by the Dutch.

These proceedings were hitherto of a private nature. The injuries done to the English were done by the Dutch West India Company; the reprisals made by the English were under the charter of the African Company; the crown had not either fitted out Sir Robert Holmes, or given him any commission. But when the news of what was done reached Holland, it was resolved instantly to fall upon the English in those parts with a great fleet; and without any declaration of war, to repair themselves in damages for what Holmes had taken from them.

end a fleet sufficiently large to effect any thing, without their object
known, was yet to be accomplished,—this they did as follows:
l de Ruyter was at this time in the Mediterranean, where he had
either to make a peace with, or at least to defend their merchants
e insults of the piratical states; to which end, as we before ob-
Sir John Lawson was also there with a squadron of English ships,
two admirals acted in conjunction. But it was now thought conve-
o remove de Ruyter from thence, and to send him to commit
es against us, now acting as their allies, on the coast of Guinea,
the West Indies.

n de Ruyter received this order from the States he did not commu-
t to his officers; but having first got such a supply of provisions
ought might be necessary, pretended to have sudden information
in pirates cruizing near the Canaries; and, under colour of giving
these, he sailed to Cape de Verde, and so far executed his com-
, as to oblige the governors for our African company either to
er or demolish several of their forts. He likewise seized a great
of goods belonging to that company: after which, he made him-
ter of Fort Cormantin; a place which was built by, and had always
the possession of the English. But Cape Corse and Chama, two
laces taken by Sir Robert Holmes, remained unreduced. From the
Guinea de Ruyter sailed to Barbadoes; where he attacked a con-
e fleet of merchant-ships lying under protection of the forts, but
lsed with great loss. Then passing over to Montserat, Nevis, and
ndland, he took above twenty sail of English ships, and so returned
nd.

actions on both sides served to exasperate the two nations, and
proclaimed by the Dutch in January, and by the English in Fe-
1665. But before this the Heer van Goch was sent by the States
ortune the king with memorials and complaints. To which the
answer was, that he had received no particular information of the
n Guinea, and that the two companies must decide their disputes.
nplaints of the ambassador were retaliated by the English merchants,
epeated representations of their wrongs obliged the king to repeat
ands of satisfaction, and the constant refusal of the satisfaction de-
l, was the cause of the open rupture. Notwithstanding the diversity
ion which prevailed respecting this war, the fact, that the city of
readily granted a loan of one thousand pounds, and as readily
d the favour, when the first loan was found insufficient for the
of fitting out the fleet, (for which both houses of parliament

voted a committee to carry their thanks to the city) must be conclusive, as to its being a popular one.

The first action of moment was in 1665. After the war had broken out, Sir Thomas Allen, with a squadron of eight ships, attacked a Dutch fleet, coming richly laden from Smyrna, upon the Spanish coast, near Cadiz, consisting of forty merchant ships, well provided with ordnance, and a convoy of four third-rate men of war. So successful was the English admiral, that, having killed the Dutch commodore, Brackel, and taken four of their richest ships, he drove the rest into the bay of Cadiz, where, for some time, he blocked them up. And the Dutch Bourdeaux fleet, about one hundred and thirty ships, were about the same time taken by the English; and the greater part declared lawful prizes, though a plea was put in, that many were French bottoms; these were discharged, but their number was but small. These misfortunes compelled the Dutch to lay an embargo on all vessels in their ports; by which all the annual commerce was stopped for that season; and they also provided a fund of fourteen millions of guilders, for the carrying on of the war. Having done this, they ordered about fifty English and Scotch vessels, which had been seized in their harbours, to be set at liberty, to shew that this war was not one for mere thirst of dominion, but between two trading nations, and therefore, ought to be conducted with the difference they had thus pointed out. On this all Dutch vessels detained in our ports were immediately released, to shew that our government would not be behind them either in justice or liberality.

Here then the war may be said to commence. On the 21st of April, 1665, the English fleet, consisting of one hundred and fourteen sail, of men of war and frigates, twenty-eight fire ships and ketches, and having on board twenty-two thousand seamen and soldiers, under the command of the Duke of York, as lord-high-admiral; Prince Rupert, as admiral of the white, and the Earl of Sandwich, admiral of the blue; sailed for the Dutch coast, and on the 28th sent a squadron so near the harbour of Texel, that the whole country was greatly alarmed: but after remaining here about a month, the fleet was so ruffled by a storm, that it was found expedient to retire toward our own shore. The Dutch seized this moment to get out their fleet, which appeared in the Dogger Sands about the end of May. They were divided into seven squadrons, the first, under Opdam of fourteen men of war, and two fire ships; the second, of the like force under John Everts; the third, of fourteen men of war, and one fire ship commanded by Admiral Cortenaer; the fourth was of a like force, and under the command of Stillingwert; the fifth, under Van Tromp, of sixteen men of war, and two fire ships; the sixth, directed by Cornelius Everts, of fourteen men of war, and a fire ship; and the seventh, commanded by Schram, of sixteen men of war and two fire ships; making a force of one hundred and three men of war, and eleven fire ships, and seven yachts. The removal of the Duke of York's fleet from the Dutch coast, afforded them the opportunity of attacking our Hamburgh fleet, which they did, and succeeded in capturing the greatest part, by which our merchants suffered severely—losing nearly two hundred thousand pounds. This affair, at the same time that it exasperated the English, contributed to raise the spirits of the Dutch.

The Dutch admiral Opdam, had been raised to the command of the fleet by John de Witte, but he no sooner found that Opdam favoured the Prince of Orange, than he became his enemy; and to effect his ruin, he wrote him letters, as if from the States, ordering him to fight at all events. Opdam resolved to obey these orders, though contrary to the advice of most of his officers, and his own opinion, as appeared from his observations on taking the sentiments of a council of war: "I am," said he, "entirely in your sentiments: but here are my orders. To-morrow my head shall be bound with laurel or with cypress:" and in this disposition he sailed to find out the English navy. This did not require much time, for the Duke of York was eager to revenge the loss of the Hamburgh fleet.

On the third of June the English and Dutch navies engaged, about three in the morning, off Lowestoffe. Things went at first very equally on both sides; several squadrons charging through and through, without any remarkable advantage. But about noon, the Earl of Sandwich, with the blue squadron, fell into the centre of the Dutch fleet, divided it into two parts, and began that confusion which ended in a total defeat. The Duke of York in the Royal Charles, a ship of eighty guns, and Admiral Opdam in the Eendracht, of eighty-four, were closely engaged. The fight continued for some hours with great obstinacy, and his royal-highness was in the utmost danger. Several persons of distinction were killed on board his ship, particularly the Earl of Falmouth, the king's favourite; Lord Muskerry, and Mr. Boyle son to the Earl of Corke, with one ball, and so near the duke, that he was covered with their blood and brains; nay, a splinter from the last mentioned gentleman's skull razed his hand. About one, the Dutch admiral blew up, with a prodigious noise; but how the accident happened is uncertain; it is said by some, a shot fell in the powder-room; by others, that Opdam's black blew up the ship, to be revenged of his master for beating him. In this vessel, the admiral and five hundred men perished; only five of the whole crew escaping.

Soon after this, the Dutch sustained a still greater misfortune. Four fine ships, the largest of sixty, the least of forty guns, ran foul on each other, and were burnt by one fire-ship; and three larger vessels, by the same accident, shared the same fate. The Orange, of seventy-five guns, after a gallant defence, was also burnt; and thus, towards four in the afternoon, all fell into confusion. Vice-admiral Stillingwert was shot through the middle by a cannon ball; vice-admiral Cortenaer received a shot in his thigh, of which he instantly died. These ships bearing out of the line on the death of their commanders, without striking their flags, drew many after them; so that, by eight at night, Tromp, who held out bravely to the last, and fought retreating, had not above thirty ships left with him. This was a most signal victory; the Dutch had eighteen ships taken, and fourteen sunk in this action, besides such as were burnt and blown up; and nine ships taken, one ship, the Charity, of forty-six guns, with most of her men, in the beginning of the fight; and we lost in the whole, but two hundred and fifty men killed, and three hundred and forty wounded. The Earls of Portland and Marlborough, vice-admiral Samson and Sir John Lawson, who died of a wound he received in the knee, though he survived the battle, were among the number of those England had to mourn for.

Yet, great and glorious as this achievement was, if it had not been for some mismanagement, it is more than probable that as it was the first it might have been the last action in this war; but by some fatality the English neglected to follow up the advantage they had gained so closely as they should have done, or the Dutch fleet must have been nearly all destroyed; the most rational account of this affair is the following:—

The Duke of York in quality of lord-high-admiral, had two captains on board his ship, Sir William Penn, who had the rank of a vice-admiral; and captain, afterwards Sir John Harman. Sir William was gone to rest, as well as the duke, but previous to retiring had given orders that the fleet should make all sail after their retreating enemy, so that the command remained in Captain Harman, who was himself at the helm, when one Mr. Brounker, who was of the duke's bed-chamber, came and told him, "that he ought to consider, how much his royal highness's person had been already exposed in the action, and how much greater risk he might run, if their ship, which was the headmost of the fleet, should fall in single with those of the enemy, upon their own coasts." Harman heard him, but answered like an honest and a brave man, that he could do nothing without orders. Brounker upon this, went to the duke's cabin, and returned with orders, in his royal highness's name, to make less sail;

these Captain Harman, without the least scruple, obeyed; which created some confusion in the English fleet, several ships being very near running foul on each other. In the morning, the duke expressed surprise and resentment to find they were at such a distance from the Dutch, that there was no longer any hopes of coming up with them. It then appeared, that either through cowardice, or something worse, Brounker had carried Captain Harman orders, which he never received. However, this was concealed from his royal highness, and other excuses made, such as a brisk wind from shore, and their fire-ships being all spent. But the truth was, nevertheless, very soon whispered, though the duke was not acquainted with it, in less than six months after; upon which he discharged Brounker his service, and would have done more, if the celebrated Duchess of Cleveland, then countess of Castlemain, with whom he was a favourite, had not by her interest with the king, protected him. However, at the end of the war, when the House of Commons was out of humour, this affair was mentioned, and inquired into; upon which Brounker, who was a member, was expelled, and ordered to be impeached, but that was never prosecuted.

The Duke of York left the fleet soon after, and returned to London to make a report of all things to the king. His majesty having attended his mother to the coasts, went on board the Royal Charles in the river, where he made a strict enquiry into the conduct of the officers, and the state of their ships; and receiving satisfaction as to both; he there knighted the most considerable commanders, *viz.* Admiral Tyddiman, Captain Cuttings, Captain Jordan, Captain Spragge, &c. after which, he directed that all the ships should be repaired with the utmost diligence, and the fleet, as soon as possible, be put into a condition to go out again to sea.

This conduct of the king, their sense of the late glorious victory, and the news of two rich Dutch fleets being at sea, soon enabled the English to equip a fleet of sixty sail; and on the 5th of July, they steered from Southwold Bay, into which they put immediately after the last engagement, for the coast of Holland. The standard was borne by the Earl of Sandwich, Sir George Ayscue was vice-admiral, and Sir Thomas Tyddiman rear-admiral. Sir William Penn was admiral of the white, Sir William Berkley vice-admiral, and Sir Joseph Jordon rear-admiral. The blue flag was carried by Sir Thomas Allen, whose vice-admiral and rear-admiral were Sir Christopher Myngs, and Sir John Harman.

The designs they had in view were to intercept De Ruyter on his return; or, at least, to take and burn the Turkey and East India fleets, of which they had certain intelligence, but in both they were disappointed. De Ruyter returned unexpectedly by the north of Scotland, and arrived safely in Holland, and the Turkey and India fleet, consisting of twenty sail, under the command of Commodore Bitter, chose to take the same northern route, in hopes of avoiding the English navy; but, having intelligence at sea, that this would prove very difficult, if not impossible, they took shelter in the port of Bergen, in Norway. The port was pretty easy of access, and covered only by an old castle; the Danish governor indeed promised the Dutch to do for them what he could, and they were willing to contribute as much as in them lay to render him able. In order to this, they landed forty-one pieces of cannon, which were disposed on a line before the fort: then the Dutch drew another line across the bay, consisting of their largest ships; and in this posture they waited for the English. It was not long before they appeared; for the Earl of Sandwich having advice of their having put into Bergen, had detached Sir Thomas Tyddiman with fourteen sail of men of war, and three fire-ships, to attack them, which he did with great courage, though the wind was against him, and the enemy made a prodigious fire from the castle, the line, and the ships; so that at last he was forced to bear out of the bay, which he effected without the loss of a ship; though he had five or six greatly damaged.

The Dutch by this time had manned a stout fleet, under the command of Admiral de Ruyter, and the great statesman, de Witte, and, as he was by many called, the pensionary of the French, the object of which was to bring off the Turkey and India fleet from Bergen.

They found means to pass the English fleet, which was then at sea, arrived before Bergen, and released the fleet then in harbour—thus far they were successful; but on their return home, the fleet was separated by a storm, by which they lost two fire-ships, and some of the merchantmen; and the same storm having scattered the English fleet, two of their richest merchantmen, with four men of war, were taken by five of our frigates: and to complete the disasters of the Dutch, thirty merchant ships, four men of war, and two fire-ships joined by mistake the English fleet, and were of course taken—and thus ended the operations of the year.

Much cabaling with the different states now took place; the French were for negociating with England on behalf of the Dutch, though at this time it was well known they had a fleet ready for the assistance of the Dutch, as they themselves put it forth, but King Charles would not listen to any thing on this head, without they would consent to pay two millions of money, the estimate of the injury which England had sustained in the war; and accordingly the next year we find it resolved that the English fleet should put to sea under Prince Rupert, and the Duke of Albemarle; the former to look after the French, and the latter to act against the Dutch.

We shall here, however, notice an affair at Lisbon, because we believe that the gallantry of an English seaman was never more conspicuous,—and because the name of the brave captain ought never to be forgotten ;—

There were in the port of Lisbon a considerable number of English merchantmen, which were to come home under the convoy of the Guinea frigate. A large French man of war was also there, and the captain daily boasted to the Portuguese what he would do whenever the English frigate put to sea. This coming to the ears of Captain Coite, who commanded her, he sent the Frenchman word he would sail the next morning, which he performed accordingly ; but having hovered on the coast three days, in expectation of being chased, he returned into port, carried out the merchantmen, and brought them safe into the river Thames, the Frenchman continuing all the while, quiet in the harbour of Lisbon.

In the month of May, 1666, the English fleet, commanded as above, put to sea, and before the end of the same month, the court was informed that the French fleet, under the command of the Duke of Beaufort, were coming out to the assistance of the Dutch. But this rumour of their joining the Dutch, was spread by the court of France, in order to deceive us, and distress the Dutch; they in reality having no such intention. Upon receiving this news, the court sent positive orders to Prince Rupert to sail with the white squadron to look out for, and fight the French; which command that brave prince obeyed; but found it a mere gasconade.

About the time that Prince Rupert sailed from the Downs, the Dutch force put to sea, the wind at north-east, and having a fresh gale, which brought them on the coast of Dunkirk, and carried his highness toward the Isle of Wight; but the wind suddenly shifting to the south-west, and blowing hard, brought both the Dutch and the Duke of Albemarle with his two squadrons to an anchor. Captain Bacon in the Bristol first discovered the enemy; and, by firing his guns, gave notice of it to the English fleet. Upon this a council of war was called; and it was resolved to fight the enemy, notwithstanding their great superiority.

The Duke of Albemarle had with him only sixty sail ; while the Dutch fleet consisted of ninety-one men of war, carrying four thousand seven hundred and sixteen guns, and twenty-two thousand four hundred and sixty two men. It was the first of June when they were discerned, and the duke was so warm for engaging, that he attacked the enemy before they had time to weigh anchor ; and, as the Dutch admiral says in his letter, they were obliged to cut their cables ; he also owns, that the English were the aggressors, notwithstanding their inferiority, and other disadvantages. The English had the weather-gage, but the wind bowed their ships so much, that they could not use their lowest tier. Sir William Berkley's squadron led the van. The Duke of Albemarle, when he came on the coast of Dunkirk, to avoid running full on a sand, made a sudden tack, and this brought his top-mast by the board, which compelled him to lie by four or five hours, till another could be set up. The blue squadron knowing nothing of this sailed on, charging through the Dutch fleet, though they were five to one.

In this engagement fell the brave Sir William Berkley, and his ship the Swiftsure, a second rate, was taken; so was the Essex, a third rate and Sir John Harman, in the Henry, had the whole Zealand squadron to deal with. His ship being disabled, the Dutch admiral, Cornelius Evertz called to Sir John, and offered him quarter, who answered, "No, Sir, it is not come to that yet;" and immediately discharged a broadside, by which Evertz was killed, and several of his ships damaged; which so discouraged the Dutch captains, that they quitted the Henry, and sent three fire-ships to burn her. The first grappled on her starboard quarters, and there began to raise so thick a smoke, that it was impossible to perceive where the irons were fixed. At last, when the ship began to blaze, the boatswain of the Henry threw himself on board, and having, by its own light, discovered and removed the grappling irons, in the same instant jumped back on board his own ship. He had scarcely done this, before another fire-ship was fixed on the larboard, which was so effectual, that the sails were quickly on fire, and frightened the chaplain and fifty men overboard. Upon this, Sir John drew his sword, and threatened to kill any man who should attempt to provide for his own safety by leaving the ship. This had the desired effect, the fire was quickly put out; but the cordage being burnt, the cross beam fell and broke Sir John's leg, at which instant the third fire-ship bore down; but four pieces of cannon loaded with chain-shot, disabled her: so, Sir John brought his ship into Harwich, where he repaired her as well as he could; and, notwithstanding his broken leg, put to sea again to seek the Dutch. The battle ended on the first day about ten in the evening.

The night was spent in repairing the damage suffered on both sides, and on the morning, the attack was renewed by the English with fresh vigour Admiral Van Tromp, with Vice-admiral Vander Hulst, being on board one ship, rashly engaged it among the English, and their vessel was in the utmost danger of being either taken or burnt. The Dutch affairs, according to their own account, were now in a desperate condition; but Admiral de Ruyter at last disengaged them, though not till his ship was disabled, and Vice-admiral Vander Hulst killed. This only changed the scene; for de Ruyter was now as hard pressed as Tromp had been before; but a reinforcement arriving preserved him also; and so the second day's fight ended earlier than the first.

The next day, the Duke of Albemarle found it necessary to retreat; and he performed it with wonderful courage and conduct. He first burnt three ships that were absolutely disabled: and then caused such as were most torn to sail before; and, with twenty-eight men of war that were in a pretty good condition, brought up the rear. Sir John Harman, indeed, says he had but sixteen ships that were able to fight. Yet, in the evening his grace, discovering the white squadron coming to his assistance, resolved to engage the enemy again. In joining Prince Rupert, a very unlucky accident happened; for Sir George Ayscue, who was on board the Royal Prince, the largest and heaviest ship in the whole fleet, ran upon the Galloper; and being in danger of burning, and out of all hopes of relief, was forced to surrender; night then falling, this day's engagement ended.

On the 4th of June, the Dutch, who had still a much stronger force than the English, were almost out of sight; but the Duke of Albemarle having prevailed on the prince to follow them, about eight in the morning they engaged again, and the English fleet charged five times through the Dutch; till Prince Rupert's ship being disabled, and that of the Duke of Albemarle very roughly handled; about seven in the evening the fleets separated, each side being willing enough to retire. We lost on this day that gallant admiral Sir Christopher Myngs, who having a shot in the neck, remained upon deck, and gave orders, keeping the blood from flowing with his fingers, above an hour, till another shot pierced his throat and released the hero from all further pain.

This was a most terrible fight; and we cannot but add the complimentary observation of the pensioner de Witte, who was no flatterer of the English, but still too much a man to conceal the glorious achievements of his enemy,—

"If the English were beaten, their defeat did them more honour than all their former victories; the Dutch fleet could never have been brought on after the first day's fight, and he believed none but their's could; and all the Dutch had discovered was, that Englishmen might be killed, and English ships burnt; but that the English courage was invincible."

The loss of the English may be estimated at sixteen men of war, of which ten were sunk and six taken, and a great slaughter of men. The Dutch lost fifteen men of war, twenty-one captains, and five thousand men.

The Dutch were again at sea with a fleet of eighty-eight men of war, and twenty fire ships; and appeared on the English coast: this fleet was divided into three squadrons, under the command of de Ruyter, John Evertz, brother to the admiral killed in the former battle, and Van Tromp. They had the credit of being out first; but the English force was not long behind, and on the 25th of July they came up with the enemy off North Foreland. The English fleet consisted of eighty men of war, great and small, and nineteen fire ships, and was also divided into three squadrons, the red under Prince Rupert and the Duke of Albemarle, who were on board the same ship; Sir Joseph Jordon, their vice-admiral, and Sir Robert Holmes, rear-admiral; the white was commanded by Sir Thomas Allen, under him, Sir Thomas Tyddiman, and Rear-admiral Uthburt; and the blue flag, under Sir Jeremiah Smith, his officers, Sir Edward Spragge, and Rear-admiral Kempthorne. Sir Thomas Allen, began the attack with Evertz, about twelve o'clock. About one, Prince Rupert and the Duke engaged with great boldness de Ruyter, who was in the centre of the Dutch fleet; and after fighting about three hours, were obliged to go on board another ship. The white squadron, under Sir Thomas Allen, had entirely defeated their enemies, Admiral John Evertz, his Vice-admiral De Vries, and his Rear-admiral Koenders, being all killed; the vice-admiral of Zealand taken; and another ship of fifty guns burnt. The prince and duke fought de Ruyter ship to ship; disabled the Guelderland, of sixty-six guns, which was one of his seconds; killed the captain of another; and mortally wounded two more; the Dutch squadron now took to flight, except Vice-admiral Van Nes, who stood bravely by de Ruyter, and his ship received great damage; but, being at last deserted by all but seven ships, they yielded to necessity, and followed the rest of their fleet as fast as they could.

De Ruyter's ship was so shattered, and his crew so fatigued, that he could have made but little resistance; nothing but the want of wind hindered the English from boarding him. Admiral Van Tromp was engaged with Sir Jeremiah Smith, and the blue squadron at a distance, and so could not assist his friends. And as his was the strongest squadron of the Dutch fleet, and Smith's the weakest of the English, we had but little advantage here; yet some we had, his vice-admiral's ship being disabled, and his rear-admiral killed; but still as long as there was any light, the Dutch continued the fight with great bravery.

The Dutch admiral, de Ruyter, continued his retreat that night, and the following day Prince Rupert and the Duke of Albemarle pursued him, with part of their squadron, with as much vigour as the wind would permit.

A fire ship bore down upon de Ruyter, and missed very little of setting his ship on fire. They then cannonaded again, when the Dutch admiral finding his fleet in such imminent danger, in a fit of despair cried out, "My God, what a wretch am I! among so many thousand bullets, is not there one to put me out of my pain!" by degrees, however, he drew near their own shallow coast, where the English could not follow him. Upon this occasion Prince Rupert insulted the Dutch admiral, by sending a little shallop called the Fanfan, with two small guns on board, which, being by force of oars brought near de Ruyter's vessel, fired upon him for two hours together; but at last a ball from the Dutch admiral so damaged this contemptible enemy, that the crew were now forced to row, and that briskly, to save their lives. The enemy having been driven over the flats into the wielings, the English went to lay at Schonevelt, the usual rendezvous of the Dutch fleets.

This was the most complete victory gained during the whole war; the Dutch lost twenty ships; four admirals, many captains, and four thousand men killed, and about three thousand wounded. The English loss cannot be estimated at more than one ship burnt, three captains, and about three hundred common sailors, killed.

This victory was followed by an affair, which, to the Dutch, was equally tremendous in its consequences; a Captain Heemskerk, who had deserted the Dutch from the fear of being brought to account for misbehaviour, under Admiral Opdam, had given information to our admirals, and projected the way in which the deed was to be done, of the situation, force, and immense richness of a fleet then in harbour, between Ulie and Schelling; intending to ingratiate himself with the English sovereign; but Charles, hearing the fellow one day at court, after the return of the fleet, boasting of his part, sternly rebuked him, and desired that he should never again presume to appear in his presence; he, however, sent him a large sum of money for the service; with which he retired to Venice: the Dutch highly applauded this conduct, even though Charles was their enemy.

The affair may be thus detailed: The English fleet weighed anchor and steered for the Ulie, on the 29th of July, 1666, but owing to contrary winds did not make the island till the 7th of August, when they came to anchor. Prince Rupert and the Duke of Albemarle now received intelligence that although there were very rich magazines on the islands of Ulie and Schelling, and a large fleet of merchantmen lying between them, yet they were very indifferently guarded and resolved immediately upon attacking them; and accordingly a council was called, and it was resolved that three hundred men should be drawn out of each squadron, to be composed, two-thirds of landsmen, and one third seamen; that there should be nine captains, and that the whole should be directed by Sir Robert Holmes, rear-admiral of the red; he was attended by Sir William Jennings, who was, if it was found expedient to attack both islands at once, to command one division. The ships chosen for this undertaking were five fourth-rate and three fifth-rate men of war, five fire-ships, and seven ketches.

On the 9th of August, this squadron came to anchor about a league from the Buoys; here they met with the prince's pleasure boat, the Fanfan, the crew of which had discovered in the harbour a considerable fleet of ships near the Ulie; which proved to be one hundred and seventy merchant ships, the least of which was not of less than two hundred tons burden, with two men of war, which had lately conveyed home near one hundred of those ships, the rest were outward bound; all very richly laden.

Sir Robert Holmes, considering that if he should proceed, as his design was, first to attempt a descent on the land, that numerous fleet might possibly pour in such numbers of men, as would render the success hazardous, resolved to begin with the ships; and accordingly, having ordered the Advice and the Hampshire to lay without the Buoys, he weighed with the rest of his fleet; and the wind being contrary, he turned with much ado into Schelling road, where the Tyger came to anchor, and immediately Sir Robert went on board the Fanfan, and hoisted his flag; upon which the officers came on board him, and it was ordered, that the Pembroke, which drew the least water, with the five fire-ships, should fall in among the enemy's fleet with what speed they could. Captain Brown, with his fire-ship, chose very bravely to lay the biggest man of war on board, and burnt the vessel downright. Another fire-ship running up at the same time to the other man of war, the captain, backing his sails, escaped the present execution of the fire-ship, but so as to run the ship on ground, where it was presently taken by some of the long-boats, and fired. The other three fire-ships clapped the three great merchantmen on board, which carried flags in their main-tops, and burnt them. This put their fleet into great confusion; which Sir Robert Holmes perceiving, made a signal for all the officers to come on board again; and presently gave orders, that Sir William Jennings, with all the boats that could be spared, should take the advantage, and fall in, sink, burn, and destroy all they could; but with a strict command, that they should not plunder. The execution was so well followed, each captain destroying his share, some twelve, some fifteen merchantmen; that, of the whole fleet, there escaped not above eight or nine ships, one of which was a Guineaman of twenty-four guns, and three small privateers; these ships, being driven up into a narrower corner of the stream, served to protect four or five merchantmen that were a-head of them, where it was not possible for our boats to come at them, though even these few were much damaged. The next day, it was found more expedient to land on the island of Schelling than upon that of Ulie, which was performed by Sir Robert Holmes, with eleven companies in his long boats; and he disembarked with little or no opposition. When he came on shore, he left one company to secure his boats, and with the other ten, marched three miles farther up into the country to the capital town, called Bandaris, in which there were upwards of one thousand very good houses; where, keeping five companies upon the skirts of the town, to prevent any surprize from the enemy, he sent the other five to set fire to the place; but finding them somewhat slow in executing that order, and thinking they might be tempted to forget themselves in order to pillage; he was himself forced to set fire to some houses to the windward, the sooner to dispatch the work, and hasten his men away, which burnt with such violence, that, in half an hour's time, most part of the town was in a bright flame. This place was reported, by those who were found in it, to have been very rich, and so it appeared by some of the soldiers' pockets; but very few people were to be seen there, having had time to escape from the danger, except some old men and women, who were used by the English with great humanity.

The Dutch, according to their own account, were sufferers, by burning the town and magazines, to the amount of nearly six millions of guilders; and, if the ships and their cargoes are included in this computation, they confess that their loss is one million, one hundred thousand pounds sterling. This blow was felt very keenly, and engaged the States to use their utmost diligence in fitting out a new fleet, the command of which was bestowed on Michael de Ruyter, Tromp having, at that time, in consequence of a dispute with de Ruyter, laid down his commission. It consisted of seventy-nine men of war and frigates, and twenty-seven fire-ships. The first design they had was to join the French squadron, which Louis XIV. had promised to fit out for their assistance; in this they were disappointed; and after a very dangerous navigation, in which they were more than once chased by a superior English fleet, they were glad to return.

However, when the French thought the coast was become pretty clear they ventured out; but Sir Thomas Allen attacking them with his squadron, boarded the Ruby, a fine ship of a thousand tons and fifty-four guns, and carrying her in a short time, t so frightened the French ministry, that they scarcely trusted their navv after this out of sight of their own shore. In the mean time, to convince the English that they were determined enemies, they entered into a conspiracy for seizing the island of Guernsey. In pursuit of this scheme, they sent a governor of one of the fortresses upon their own coasts, to negociate with the old republican officer, Major-General Lambert, who was prisoner in the island. But the general was not to be caught, and he discovered the plans of these politicians, who were taken and hanged for spies.

Both parties became, towards the close of the year 1666, tired of this war;—it was indeed inimical, as well to the interests of Holland as of England; and the King of Sweden, having offered his mediation, it was willingly accepted. The English monarch, surrounded with difficulties, which the plague, the fire of London, and the disputes of faction, from which, at this period, the nation was seldom long free, had created, was realy anxious, and seriously inclined for peace; the French too appeared to be decidedly pacific; and accordingly a treaty was set on foot at Breda, at the desire and express appointment of the States; yet, while these measures were negociating, de Witte, having when last on board the Dutch fleet, taken an opportunity of sending several persons to sound the mouth of the river Thames, in order to discover how far it might be practicable to make any attempt therein with large ships; and finding that the project he had formed might be easily executed, resolved to proceed in it, though the negociations for peace were then far advanced. He communicated this scheme to the French ambassador, who informed his court of the design; and it met with their utmost approbation. To forward this scheme, it was necessary King Charles should be persuaded that there was no necessity of fitting out a fleet for this year; since that would have rendered the design of the Dutch statesman not only difficult and dangerous, but impracticable. With a view to this, the queen-mother, was persuaded to write her son a letter, to inform him, that his most Christian Majesty, and the States-General, had turned their thoughts entirely toward peace; and that it might have ill effects, if his majesty, by fitting out a great fleet, should alarm them on their own coasts, as in the preceding year. This advice, supported by the intrigues of the Earl of St. Albans, and agreeing with the king's temper and circumstances, was readily attended to; and having succeeded thus far in their plans, the resolution was taken, in Holland, for the immediate execution of de Witte's project; and this resolution was aided by the French minister, as well as by the deputies of the States. The French sovereign was to have aided this enterprize with a fleet under the Duke of Beaufort; but, as usual, waved the performance of their promise, that the effects produced by the measure upon the English, should be felt only by the Dutch.

The plea made use of by de Witte, for equipping a fleet in the spring, was the mischief which had been done to their navigation by the Scotch privateers; and a fleet was sent into the Frith, under Van Ghent, with orders to burn the coasts, and recover such ships as were in the ports. He appeared before Leith in May, and might have done great mischief; but he contented himself with cannonading Burntesland, and that to little purpose. The English court were now satisfied that there was to be no fighting that year, considering this measure of the Dutch was merely to quiet the people for the great losses they had sustained: in the mean time de Witte had manned out a fleet of considerable force, under the command of de Ruyter, with Cornelius de Witte, the brother of the projector of this scheme.

The fleet being ready, sailed over to the English coast: it consisted of seventy men of war, besides fire ships. On the 7th of June they attacked Sheerness, which was then in no state of defence. Here they found fifteen iron guns, and a quantity of naval stores. Though the court had scarcely any warning of this attempt, yet the Duke of Albemarle, Sir Edward Spragge, and other great officers, had made all imaginable provision for the defence of the river Medway, by sinking ships in the passage, throwing a chain across it, and placing three large vessels, which had been taken from the Dutch in this war, behind the chain. The Dutch had the advantage of a strong easterly wind, which encouraged them to endeavour burning our ships at Chatham, in spite of all these precautions. It was on the 12th they executed this design, which, however, had miscarried, if one Captain Brakell, who was a prisoner on board their fleet for some misdemeanour, had not offered, to wipe out the memory of his former mistake, to undertake breaking the chain, which he gallantly performed. He also with great bravery boarded and took one of the English frigates which guarded the passage; soon after the Matthias, the Unity, and the Charles the Fifth, being the ships which had been taken from the Dutch, were set on fire. The next day, the advantage of wind and tide continuing, they advanced, with six men of war and five fire ships, as high as Upnore Castle; but were so warmly received by Major Scott, who commanded therein; and Sir Edward Spragge, from the opposite shore gave them so much disturbance, that they were quickly obliged to return. However, as they came back, they burnt the Royal Oak, a very fine ship, and in her Captain Douglas, of whom Sir William Temple says,—"I could have been glad to have seen Mr. Cowley, before he died, celebrate Captain

Douglas's death, who stood and burnt in one of our ships at Chatham, when his soldiers left him, because it should never be said a DOUGLAS quitted his post without orders. Whether it be wise in men to do such actions or no, I am sure it is so in states to honour them." He had received orders to defend his ship, which he did with the utmost resolution; but having none to retire to, he chose to be burnt with her, rather than live to be reproached with having deserted his command. On the 14th they carried off the hull of the Royal Charles, which was what they had principally at heart. In their return, two Dutch men of war ran ashore in the Medway, and were burnt, which, with eight fire ships consumed in the action, and one hundred and fifty men killed, is all the loss the Dutch writers acknowledge.

De Ruyter, highly pleased with what he had performed, left admiral Van Nes, with part of his fleet, in the mouth of the Thames; and sailed with the rest to Portsmouth, in hopes of burning the ships there. Failing in this, he sailed westward to Torbay, where he was likewise repulsed. Then he returned to the mouth of the Thames; and with twenty-five sail came as high as the Hope, where our squadron of eighteen sail lay, under the command of Sir Edward Spragge. The admiral was not on board when the enemy began the attack, and we suffered at first from their fire ships; but Sir Edward repairing with great diligence to his command, and being joined by Sir Joseph Jordan with a few small ships, quickly forced the Dutch to retire. The like success attended their attack on Land-guard fort. On the 23d Van Nes sailed again up the river as far as the Hope, where he engaged Sir Edward Spragge, who had with him five frigates and seventeen fire ships. The Dutch accounts of this affair state that they spent eleven fire ships to our eight. The next day, the English attacked the Dutch, and, notwithstanding their superiority, forced them to retire, and to burn the only fire ship they had left, to prevent her being taken. On the 25th they bore out of the river, with all the sail they could make, followed at a distance by Sir Edward Spragge, and his remaining fire ships; and on the 26th, in the mouth of the river, they were met by another English squadron from Harwich, consisting of five men of war, and fourteen fire ships. They boldly attacked the Dutch, and grappled the vice-admiral of Zealand, and another large ship; but were not able to fire them, though they frightened a hundred of their men into the sea. The rear-admiral of Zealand was forced on shore, and so much damaged thereby, as to be obliged to return home.

These disappointments seemed to have but little effect; for the Dutch fleet still hovered about the English coast, even after the ratifications of peace had been exchanged; but we have an account from a Dutch writer, which relieves us from all embarrassment on this head, and shews that this was not the last act of treachery de Witte and his party had in agitation; he says, they would have taken our Barbadoes fleet, if they had met with it, and thus have caused a fresh breach, availing themselves of their present superiority and the king's unlucky situation.

To this baseness, de Witte caused, with great audacity, a painting, representing himself in triumph, and the king and English nation at his feet, to be hung up in one of their public edifices; this indignity was never forgotten by Charles and his adherents.

While the whole Dutch fleet was employed in thus alarming our coasts, Sir Jeremiah Smith, with a small squadron, was despatched northwards; with which, and the assistance of a large fleet of privateers, already abroad for their own profit, the Dutch commerce to the Baltic was nearly ruined, and multitudes of rich prizes were daily brought into English ports.

The English, in the West Indies, took the islands of St. Eustatia, Saba, St. Martin, Bonaira, the island of Tobago, and other places from the Dutch. On the contrary, the Dutch, under the conduct of Commodore Krynsen, became masters of Surinam; and the French, assisted by the Dutch, almost deprived the English of their half of the island of St. Christopher, after several obstinate disputes, and the death of their, commander, Le Salles. Six frigates, and some other small vessels from Barbadoes, sailing from thence to repair this loss, were so damaged by a violent storm, that they were unable to execute their design, and two or three of the most shattered ships fell into the hands of the enemy; though before their misfortune, they had burnt two Dutch ships richly laden, in the harbour of Los Santos. This little fleet was commanded, according to some writers, by the Lord Willoughby, and that he himself was lost in the hurricane.

The English, in the neighbourhood of Surinam, compensated for their previous misfortune by the destruction of the Dutch colony; and the taking of a fort belonging to the French; and they afterwards made themselves masters of many rich prizes, at the expense of that nation.

The Dutch admiral Evertz, in conjunction with Commodore Krynsen, recovered the island of Tobago, and did a great deal of mischief upon the coast of Virginia. Sir John Harman was sent, in March 1667, with a squadron of twelve men of war to redress these mischiefs; he performed all that he was sent for, and effectually cleared the seas both of French and Dutch rovers; yet he had not been long there before he found himself pushed by a superior force. The Dutch Commodore Krynsen having embarked on board his squadron thirteen hundred land troops, sailed Martinico, where he joined Monsieur de la Barre, who commanded the forces of the French king in those parts. After this junction their fleet consisted of two and twenty sail of stout ships, with which they went in search of the English squadron upon the coast of St. Christopher.

On the 10th of May, 1667, an action took place which lasted above three hours; in which, the English, notwithstanding the superior force of the enemy, obtained a complete victory. The Dutch historians say, that had it not been for the courage and conduct of the officers of their fleet, the French admiral had been taken; and this is borne out by the subsequent conduct of the officers, who upon their return to St. Christopher quitted the French. The English admiral with his fleet, followed them thither, burnt the French admiral, and six or seven ships in the harbour; and either sunk himself, or obliged the French to sink, all the rest of the ships that were there, except two, and this he effected with the loss only of eighty men.

Our historians in speaking of the first of these engagements, give us a curious circumstance respecting Sir John Harman, the English admiral, who, they say, was laid up with the gout, and so exceedingly ill, as not to be able to move; but that on the first firing of the guns, he jumped up, went upon deck, and gave orders throughout the engagement with the greatest alacrity; and when the action was over and cause for exertion no longer existed, he was as lame as before.

By these victories the English admiral became master in those seas, and took from the Dutch their plantation at Surinam, but as this occurred after the time limited by the treaty for the cessation of hostilities, it was restored. By these treaties of peace, (there were three signed at Breda,) with the Dutch, the French, and the Danes, and ratified on the 24th of August, 1667, the English did not reap so much glory or benefit as, after so successful a war on our side, might have been expected.

The honour of the British flag, however, was secured; but to prevent further disputes. the island of Poleron was yielded to the Dutch. In the West Indies we kept all that we had taken, Surinam alone, as we have before stated, excepted; and the French were compelled to restore what they had taken from us, in this quarter.

On the 13th of May, this same year, the Earl of Sandwich concluded a treaty with Spain, in which we succeeded much better; all old grievances were adjusted, the friendship between the two nations greatly strengthened, and our commerce considerably extended. Shortly after this the earl went to Lisbon, and through his mediation there, a peace was effected between the courts of Spain and Portugal.

Towards the close of the year, Sir William Temple was sent by King Charles into Holland, for the purpose of forming a stricter alliance with the States, and to concert with them the means of preserving Flanders from falling into the hands of the French; and in consequence of Sir William's mission, a triple alliance, between England, Sweden and Holland was concluded, measures, which if rigidly pursued, would have crushed at once the ambition of the French king.

In 1668, the Dutch war being now over, his majesty fitted out a squadron for the purpose of repressing the insults of the Algerines, who had, in consequence of the war, again greatly annoyed the commerce of both nations, English and Dutch. Sir Thomas Allen had the command.

The States likewise sent a fleet under Admiral Van Ghent, who engaged six corsairs, and forced them to fly to their own coasts, where they would have effected their escape had not Commodore Beach, with four English frigates, given chace, and obliged them to run a-ground. In this situation they were attacked by the English and Dutch in their boats, and, being abandoned by their respective crews, were all taken, and a great number of Christian slaves of different nations released. Commodore Beach presented sixteen Dutch slaves to Admiral Van Ghent, and received from him twenty English by way of exchange; but the Algerine ships being leaky were burnt.

The same year some of our frigates attacked seven of the enemy's best ships near Cape Gaeta. The admiral and vice-admiral of the Algerines carried fifty-six guns each; their rear-admiral, the biggest ship in the squadron, carried sixty, and the least forty. Yet, after a sharp engagement, the vice-admiral sunk, and the rest were forced to retire, most of them miserably disabled.

Towards the close of the year 1669, Captain Kempthorne, afterwards Sir John, in the Mary Rose, a small frigate, engaged with true British courage seven Algerine men of war; and, after a very warm action, forced them to sheer off, being in no condition to continue the fight any longer. Of this affair, Ogilby, in his description of Africa, gives us an account which he illustrates by an engraving.

In 1670, Sir Edward Spragge, with a strong squadron of men of war and frigates was despatched to put an end to the war. He cruized for some days before their capital, without receiving any satisfactory answer to his demands. Upon this, he sailed from thence, with six frigates and three fire ships, to make an attempt upon a considerable number of those corsairs which lay in the haven of Bugia; where he broke the boom at the entrance of the haven; forced the Algerines aground; and, notwithstanding the fire of the castle, burnt seven of their ships, which mounted from twenty-four to thirty-four guns, together with three prizes: after which, he destroyed another of their ships of war near Teddeller. These misfortunes caused such a tumult among the Algerines, that they murdered their dey, and chose another, by whom a peace was concluded to the satisfaction of the English, on the 9th of December, 1670, which they kept much better than any they had made in former times.

We now come to the third Dutch war, to account for the beginning of which will be no easy matter. The last peace was made by King Charles, on terms to which necessity only made him consent; and he still, therefore, retained a dislike to the Dutch. They had done many things, sufficient to give distaste to a crowned head; their factory at Gambron in Persia, after the peace, burnt the king in effigy, dressing the image in an old second-hand suit, to express the distress in which they knew him in his exile. They likewise suffered medals to be struck, in which their vanity was apparent; among others, because the triple alliance had given a check to the power of France, and their mediation had been accepted in the treaty of Aix-la-Chapelle, they were pleased to arrogate to themselves the honour of giving peace to Europe. It must be owned, however, that in making war upon the Dutch at this juncture, Charles acted under the direction of French counsels.

The king at this time was surrounded by ministers, whose base and arbitrary conduct had entailed upon them the odium of their countrymen, and who, on that account, were denominated the *Cabal;* a name aptly chosen, as being composed of the initial letters of the titles of this infamous crew; viz., Clifford, Ashley, Buckingham, Arlington, and Lauderdale; and these engaged him to listen to the propositions of his most Christian majesty, who, as he had before deceived him to serve the Dutch, so he now offered to deceive the Dutch to gratify our king: and that King Charles might not hesitate, the French king discovered a project which de Witte had sent him, of entering into an offensive alliance against England; which, with other articles for his private advantage, unhappily determined the English monarch to take this step.

By virtue of secret engagements entered into with France, 1671, this war was to end in the total destruction of the republic of Holland. Her dominions were to be shared between the two nations, France and England; and, that we might have some plea to break with them, the captain of the Merlin yacht, with Sir William Temple's lady on board, had directions to pass through the Dutch fleet in the channel; and, on their not striking to his flag, was commanded to fire, which he did; yet, this not being thought enough, he was blamed for it; and for not sufficiently asserting the king's right, was, on his arrival in England, committed to the Tower. The pretence, however, thus secured, the French next undertook to lull the Dutch asleep, by offering their mediation to accommodate that difference which they had procured, and upon which the execution of all their schemes depended; and in this they succeeded.

The war once resolved on, Sir Robert Holmes, as admiral of the fleet, without any previous declaration, had orders to look out for, and attack the Smyrna fleet. Sir Robert hoisted his flag in the St. Michael, as admiral; the Earl of Ossory in the Resolution, as vice-admiral; and Sir Fretcheville Holles, as rear-admiral, in the Cambridge. They cruized in the channel on purpose to execute this scheme; but the Dutch had obtained notice of their intention, and sent advice-boats to direct their fleet to steer northwards. These instructions came too late; they were already too far advanced, and therefore, in a council of war, it was resolved to hold on their course. On the 13th of March, five of our frigates fell in with this fleet, which consisted of about fifty sail of merchant-ships, and an escort of six men of war. When the English vessels came near them, they fired in order to make them strike, and lower their topsails, which they refused to do. Upon this the fight began, which lasted till night, and was renewed the next morning, when the Dutch fleet was in a manner ruined; five of their richest merchantmen were made prizes; their rear-admiral was boarded by Captain John Holmes, brother to the admiral, and taken, but soon after sunk, and the rest of the men of war were much damaged. This was the beginning of hostilities, and a necessary prelude to the war; so the States understood it, and immediately despatched deputies hither, and to the French king, to sue for peace.

As in the former war with the Dutch, such ships as had been detained in port were dismissed on both sides. The Dutch professed all imaginable esteem for the English nation; and on the other hand, King Charles offered his royal protection to such as thought fit to quit their country in its present calamitous situation, and take shelter in his dominions. A declaration to this effect being issued by his majesty, dated Whitehall, June 12, 1672.

This war was proclaimed in London, on the 28th of March 1672; and much pains were taken to persuade the world that it was a popular one, and undertaken with the general concurrence of this nation; the fact, however, is ascertained, from the difficulties Charles had in obtaining supplies, even though he had a parliament of his own mind. It was far different with the Dutch, they were in the receipt of nearly six millions of pounds sterling annually, which was now paid cheerfully by the people, who were all anxious to preserve their country from harm.

The King of France, that by appearances he might be considered serious in his alliance with us, sent the Count d'Estrees vice-admiral of France, with a large squadron, to join the English fleet; who arrived at St. Helen's on the 3d of May. Immediately afterward King Charles went down to Portsmouth, and to shew his confidence in his new ally, went on board the ship of the French admiral, where he remained some hours. Our fleet, in a short time, sailed to the Downs; the Duke of York, as high-admiral, wearing the red, and the Earl of Sandwich the blue. Soon after the French squadron joined them, their admiral bearing the white flag; and then the fleet consisted of one hundred and one sail of men of war, besides fire-ships and tenders. Of these the English had sixty-five ships of war, mounted with four thousand and ninety-two pieces of cannon, and manned with twenty-three thousand five hundred and thirty men. The French squadron consisted of thirty-six sail, on board of which were one thousand nine hundred and twenty-six pieces of cannon, and about eleven thousand men. The Dutch, in the mean time, were at sea with a fleet, consisting of ninety-one stout men of war, fifty-four fire-ships, and twenty-three yachts. On the 9th of May they were seen off Dover, and on the 13th a Dutch squadron chaced the Gloucester, and some other ships, under the cannon of Sheerness.

On the 28th of May, the English fleet anchored at Solebay, where the Dutch fell in with them; and, began the engagement between seven and eight in the morning, when de Ruyter attacked the red squadron in the centre and singled out the admiral, on board of which was his royal highness the Duke of York, and at last forced him to remove to another ship. The Dutch captain, Van Brakell, attacked the Earl of Sandwich in the Royal James; but his lordship killed Admiral Van Ghent himself; sunk three fire ships and a man of war, and then having lost all his officers, and two-thirds of his men, his battered ship was grappled, and set on fire by a fourth fire ship. Some of his men escaped; but the earl continued on board till the flames surrounded him, where he perished, leaving behind him a name which will ever command the respect and gratitude of his country both as an able and brave officer and a disinterested patriot.

The death of Admiral Van Ghent, together with the furious attack of the blue squadron, which came to the assistance of the red, threw the

Dutch fleet into great confusion. Cornelius Everts, vice-admiral of Zealand, was killed, and de Ruyter and Allemand narrowly escaped being burnt; but the scattered remnant of Van Ghent's squadron again rallying to the assistance of their countrymen, once more turned the tide of fortune in their favour.

The fight continued with inexpressible obstinacy till the evening, when victory declared for the English, though their allies, the French, instead of seconding their efforts, left our fleet to sustain all the danger, and kept aloof till the conclusion of the battle.

The Dutch admiral, taking advantage of the darkness of the night, collected his scattered forces; and, according to the most authentic of the Dutch historians, quitted the scene of the battle, and steered homewards.

Though thus defeated and driven back, the Dutch assumed to themselves the honor of beating the English by the advice of their grand pensionary, de Witte, whose brother, Cornelius, seated under a canopy with all the pomp of a sovereign, had witnessed the battle. One of the historians of the time thus describes his appearance:

A fine chair of ivory was placed on an estrade covered with a most magnificent carpet, upon the deck of the ship called the Seven United Provinces, in which sat Cornelius de Witte, in a magistrates robe, and, surrounded by an officer and twelve halberdiers in his own livery with caps on their heads, decorated with green and blue ribbons, thus at once, as he pretended representing the grandeur of the States, observing the motions of the fleet, and the progress of the battle, animating the men to exertion, and rendering the dignity of a plenipotentiary at sea equal to that of a general on land, both in splendor and authority.

The populace, however, were not so easily duped as to be deceived by these pompous pretensions, and instead of applauding they insulted Cornelius de Witte on his return home; and indeed went so far as to seek his life for an imaginary offence against Admiral de Ruyter.

As to the loss, it was pretty equal on both sides. We had four men of war sunk or disabled, but they were small ships; whereas the Dutch lost three of the best in their fleet; one sunk, another burnt, and a third taken; a fourth, called the Great Holland, commanded by the brave Captain Brakell, was entirely disabled. The French, notwithstanding all their caution, lost two men of war, and their rear-admiral M. de la Rabiniere. Of persons of note, besides the earl of Sandwich, there were slain Captain Digby of the Henry, Captain Pearce of the St. George, Captain Waterworth of the Anne, Sir Fretcheville Holles, who commanded the Cambridge, Sir John Fox of the Prince, and Captain Hannam of the Triumph. Of our volunteers, there fell the Lord

Maidstone, Mr. Montague, Sir Philip Carteret, Sir Charles Harboard, two of the Duke of York's gentlemen of the bed-chamber, Mr. Trevanian, and many others, Of private men, about two thousand five hundred were killed, and as many wounded. The Dutch did not publish any list; but their loss, without question, was equal to our's, if not greater.

The States now began to perceive that their authority was nearly lost, and their country on the brink of ruin. They therefore resolved to try the effects of entreaties; and with this view despatched four deputies to the English court, and the same number to France; instructing the former to represent the approaching ruin of the balance of Europe, and the dreadful consequences which must result, even to England, from a continuation of the present destructive war; while those to the French king were empowered to make any concession, or accede to any compensation that his most Christian majesty should require.

The Dutch ministers, coming without leave or passport to England, were ordered to Hampton Court, there to remain till the king should think proper to give them an audience.

The sight of these deputies, while it alarmed the Cabal, by whom the king was then governed, filled the nation with compassion towards the Dutch nation, whom they no longer considered as their rivals, but as a Protestant people sacrificed to a French and popish interest; but the king, influenced by his advisers, treated them with a haughtiness as inconsistent with his dignity, as it was incompatible with his natural disposition; and at last sent them back to Holland with the Duke of Buckingham, the Earl of Arlington, and the Viscount Halifax, who, under pretext of treating with the States, made the most intolerable and extravagant demands, among which, they stipulated that the Dutch should pay ten millions of guilders towards the expences of the war, which had been carried on against them; an annual tribute of one hundred thousand guilders for the liberty of fishing; that they should secure the stadtholdership for the Prince of Orange, and his issue male. They likewise insisted on a share in their East India trade; the possession of the city of Sluys in Flanders; and the islands of Cadzand, Walcheren, Goree, and Voorn. After the proposal of these intolerable conditions, the Duke of Buckingham and the Earl of Arlington went away to the French camp; and there concluded an agreement in the name of their own prince, without his instructions, with the French king, that neither should, upon any terms, make a separate peace with the Dutch. As for the deputies sent to his most Christian majesty, they were answered in the style of a conqueror, and sent back to spread despair through the country; so that the inhabitants, seeing no hopes of living any better than in slavery, at once resolved to lay aside all treaties, and to die free.

The French and English fleets, being now perfectly refitted, and the latter having taken on board a large body of land forces, sailed again for the Dutch coasts, with a design to make a descent on Zealand, where they found the Dutch fleet; but not thinking proper to attack them among the sands, they deferred the execution of their design, and blocked up the Maese and Texel; which de Ruyter, having strict orders from the States not to hazard a battle, saw with concern, yet wanted power to prevent. The Duke of York was resolved to disembark on the isle of Texel, the body of troops on board his fleet; and it was intended that their forces should have landed the next flood; but, by what the Dutch writers consider a peculiar interposition of providence in their favour, the ebb, instead of six, continued twelve hours, which defeated the intended descent for that time; and the storm, that rose the night following, forced the fleet out to sea, where they struggled for some time with very foul weather; and the opportunity being quite lost, returned, without performing any thing of consequence, to the English shore.

The wonder, it appears, in this extraordinary accident, did not consist so much in the ebb continuing for twelve hours; for the like had occurred before, and has since, about the equinoxes, but never happened at this time of the year; but at the critical juncture we have spoken of, when the swelling of the waters in the Y and Zuyderzee repelled the flood.

No other action of any importance was performed this year in Europe; but in the East and West Indies the war raged with the greatest fury.

Sir Tobias Bridges, with five or six ships, and a regiment of foot, from Barbadoes, made himself master of the island of Tobago, taking about four hundred prisoners, and five hundred slaves. On the other side, the Dutch, with five or six hundred men, possessed themselves of the island of St. Helena, lying off the coast of Africa; and the English governor and his people, after having several times repulsed the enemy, retired with all their valuable effects on board some English and French ships. But Commodore Munden, being sent with four men of war, to convoy the English East India fleet, perceiving on his arrival at St. Helena what had happened, resolved to attempt retaking it: and accordingly, landing some men on that side of the island which is most accessible, and at the same time attacking the fort with his ships, he easily succeeded in his shifted his flag four times; from the Golden Lion to the Prince on Horseback, from the Prince on Horseback to the Amsterdam, and from the Amsterdam to the Comet, from on board which he dated his letter to the States in the evening. Prince Rupert also performed wonders, considering that his ship was in a very bad condition, and took in so much water at her ports, that she could not fire the guns of her lower tier. The battle lasted till night, and then the Dutch are said to have retired behind their sands.

It seems very doubtful to whom victory justly belonged in this battle; the Dutch, however, unequivocally claimed the merit of it, their admiral, Tromp, reporting the English to have lost ten or twelve ships; and de Ruyter, writing to the Prince of Orange, said,—"We judge absolutely that the victory is on the side of this State, and of your highness."

On the other hand, Prince Rupert, in his official letter to the Earl of Arlington, uses this expression: "I thought it best to cease the pursuit, and anchor where I now am," which plainly infers that he considered the advantage to be on the side of the English. One thing is positive, that the Dutch lost Vice-admiral Schram, Rear-admiral Vlugh, six of their captains, and had one ship disabled, which was afterwards lost.

The English lost Captains Fowle, Finch, Tempest, and Worden: Colonel Hamilton had his legs shot off, and two of their vessels were disabled, but none captured.

Prince Rupert now proceeded to put the fleet into a good condition; and believing that the Dutch would not be long before they endeavoured to make use of their advantages, went on board the Royal Sovereign in the evening of the 3rd of June, where he went not to bed all night. His foresight proved correct; for on the 4th in the morning, the Dutch fleet bore down upon them as fast as the wind would permit; and about five in the evening, Sir Edward Spragge and Tromp engaged with great fury. As for de Ruyter, he shewed at first a design of coming to a close engagement with the Prince: but before he came within musket-shot, he tacked and bore away. Spragge also forced Tromp to sheer off, and afterwards attacked Admiral Smeers' division, and threw them into great confusion.

This battle lasted till between ten and eleven at night; and, as in the former case, both parties claimed the honour of the victory. Prince Rupert, in his official despatches, says, "that he pursued the Dutch from two till six the next morning, and seeing no likelihood of reaching them, thought a farther pursuit useless." He also adds, "that the enemy ent away in great disorder, though he could not tell certainly what loss ey had received.”

In contradiction to this, de Ruyter uses the following expressions, in is letter to the Prince of Orange: “The next day we saw the enemy ere gone, and doubting not that they made their way to the Thames, e satisfied ourselves with pursuing them half-way, and then returned to ur former station.”

The loss was pretty equal on both sides; but it appears very clear that e English were only prevented from continuing the contest, by the want necessary supplies, both of ammunition and provision, in consequence which they were obliged to return to England; and accordingly, on the th of June, they anchored at the Buoy in the Nore.

The Dutch, to keep up the spirits of their people at this critical juncre, talked very largely, that their fleet would speedily put to sea again, d follow up the victories they had gained by attempting some great aievement: but while they were still debating, and amusing their admiral, Ruyter, with different proposals, they received intelligence that the mbined fleets were already at sea, and that Prince Rupert was prepared ith troops to effect a descent on their coasts; so that all their grand hemes ended in adopting the most effectual means for defending their n shores, and protecting their commerce.

The prince arrived on the Dutch coasts on the 21st of the said month; d stood along the shore, in order to find an opportunity for debarking s troops. On the 9th of August, he took a Dutch East India ship chly laden. This provoked de Ruyter, who immediately bore down pon the English fleet. About eleven o'clock, Prince Rupert sent to ount d'Estrees to order him to make sail, which he did till about one clock, and then laid his sail to the mast again, which gave a second stop the fleet, and obliged the prince to send him another message.

These delays gave the Dutch admiral an opportunity of gaining the ind; and accordingly, early on the 11th of August, he bore down upon e confederates, as if he meant to force them to a battle; upon which is highness thought fit to tack; and placed the French in the van, himelf in the centre, and Sir Edward Spragge in the rear; and in this isposition the French lay fair to get the wind of the enemy, which, owever, they neglected. The English fleet consisted of about sixty en of war and frigates, the French of thirty, and the Dutch of seventy r thereabouts.

From the very commencement of this battle, although the royal fleets ere indisputably superior in force to that of the republic, several circumstances occurred which threatened inevitable defeat to the English admiral; the conduct of the count d'Estrees, the French admiral, sufficiently proved in the first instance that he had no intention of seconding the views of Prince Rupert; and as the personal courage of the count was never questioned, it appeared very evident that he only adhered to his orders in remaining a passive spectator of the combat between the Dutch and English fleets.

Sir Edward Spragge, intent only on his personal quarrel with Admiral Van Tromp, fell to the leeward several leagues, with the blue squadron under his command, in order to wait for the coming up of the latter; and to complete Prince Rupert's mishaps, the Dutch contrived to intercept Rear-admiral Sir John Chichele, with his division, from joining the prince; so that by noon his highness was completely surrounded by the enemy, being pressed by de Ruyter and his division on his lee quarter, another admiral on his weather quarter, and the Zealand squadron on his broadside to windward.

The French, with the exception of one of their officers, Rear-admiral de Martel, remained totally inactive, but the latter brave man, being left, not only by the body of the French fleet, but even the captains of his own division, was attacked by five Dutch ships at once, whom he fought for two hours with such courage and intrepidity, that he disabled one, and obliged the others to sheer off, but on rejoining his own squadron, he was deterred from any farther exertions, by being plainly told by the captains of his own division, on his reproaching them for cowardice, that they acted by express orders from their admiral, and to prove how contrary to the wishes of the French government was the conduct of the brave de Martel, he was, on his return to France, sent to the Bastile for what he had done.

We must now return to Prince Rupert, who, in the midst of all his disappointments behaved with so much calmness and intrepidity, and infused by his example so much spirit into his officers, that by degrees he cleared himself of all his enemies, and made all the sail he could to the assistance of Sir Edward Spragge, with the blue squadron, who was then engaged with Van Tromp, at about three leagues distance.

De Ruyter instantly perceiving his highness's intention, bore away also to the assistance of Van Tromp; so that both fleets ran down, side by side, without firing a shot, though within range of cannon shot of each other.

At the beginning of the engagement between Spragge and Van Tromp, the former in the Royal Prince, and the latter in the Golden Lion; fought ship to ship. The Dutch admiral, however, avoided coming to close fight,

ir Edward Spragge having the wind and smoke in his face, suffered
by the enemy's cannon, without being able to make as good a use
own, as he would otherwise have done. After three hours warm
g, both ships were so disabled, that Sir Edward was obliged to
the St. George, and Van Tromp, quitted the Golden Lion and
l his flag on board the Comet, when the battle was renewed with
ed fury.

ast the St. George being terribly torn, and almost disabled, Sir Edward
e designed to go on board a third ship, the Royal Charles; but,
he had proceeded ten boats lengths, a shot, which passed through
. George took his boat; and though they immediately rowed back,
they could get within reach of the ropes that were thrown out from
George, the boat sunk, and Sir Edward was drowned.

n Prince Rupert drew near the Blue squadron, he found the admiral
d, the vice-admiral lying to the windward, mending his sails and
; the rear-admiral a-stern of the Royal Prince, between her and
my, bending his new sails, and mending his rigging. He there-
ered in between the enemy and the lame ships, and perceiving that
had tacked, and was coming down again upon the blue squadron,
e a signal for all the ships of that squadron to join him; but in
or except the two flags, Sir John Kempthorne and the Earl of
, all were disabled and unable to move.

French too, paid no regard to the prince's signal to bear down,
ained looking on with the greatest coolness, upon which it is said,
the Dutch sailors asking his companion what could be the reason
Frenchmen keeping at such a distance from their allies, received
ate reply, "Why you fool, they have hired the English to fight
n, and all their business here is to see that they earn their wages."

t five in the evening, de Ruyter, with all his flags and fleet, came
with the prince, who had now none to second him but the vice-
and rear-admiral of the blue, Sir John Harman, Captain Davis,
ptain Stout, of his own division, Sir John Holmes in the Rupert,
Legge in the Royal Katharine, Sir John Berry in the Resolution,
n Ernle in the Henry, Sir Roger Strickland in the Mary, and Cap-
rter in the Crown; in all, about thirteen ships. The engagement
ed very close and bloody till about seven o'clock, when his highness
the Dutch fleet into great disorder, and sent in two fire-ships
t them to increase it. A total defeat must have followed had the
attended to his signals, but as they took no notice of them,
prince saw that most of his ships were not in any condition to

keep the sea long, he wisely provided for their safety, by making, with an easy sail, towards our own coast.

This, though the Dutch, as usual, loudly claimed the victory, appears as in the preceding instances, to have been a drawn battle, since the loss was nearly equal on both sides.

The English, besides the gallant Admiral Sir Edward Spragge, had only two captains killed, Sir William Reeves and Captain Howard, and no great number of private men; while the Dutch lost two vice-admirals Sweers and Liefde, and about one thousand private men. The consequences of this, the last battle fought in this war, were indeed of infinite importance to the republic, for it opened their ports, which were before completely blocked up, and totally destroyed all their fears of an invasion.

Soon after this battle, the English fleet came into the Thames, and the French squadron, about the middle of September, sailed home; but suffered so much by a storm, that it was the middle of November before they reached Brest. When Prince Rupert returned to court, he joined his representations to those of our worthy patriots, who were desirous that peace, as soon as possible, should be restored, to which the king was, at this time no longer averse. The States-General also wrote a letter to the king, wherein they shewed their earnest desire of peace, and their true sense of the obstacles which had hitherto retarded it.

In consequence of this Sir William Temple was nominated to negociate with the Marquis del Fresno, the Spanish ambassadór, who was invested by the States-General, with full powers; and at three meetings, the long wished for peace was concluded; and signed to the satisfaction of both parties.

During the time this treaty was on the *tapis* a circumstance occurred in the Mediterranean, which, though it arose from a false sense of honor, and might have endangered the amicable arrangements which were then in discussion between the two nations, and was therefore certainly deserving of censure, rather than commendation; yet, from the bravery and determination of the actors, cannot be thought unworthy of record here.

It happened that Captain de Witte, in a man of war called the Schaerdam, which carried thirty-six pieces of cannon, and one hundred and forty men, met with Captain Harman, in the Tyger, a small English frigate which had been careening at Tangier, and came with him into the harbour of Cadiz, where the Dutchman also careened. The Spaniards jesting with Captain de Witte, and telling him that he durst not fight the English captain, and that this made them so good friends, Admiral Evertz, who was cruizing in those seas with his squadron, heard it, and thereupon told de Witte, that he must, for the honour of his nation, challenge Captain Harman. He did so; and his admiral, to secure his success, added to his crew sixty mariners and seventy soldiers. Captain Harman had but one hundred and eighty-four men in all; however, at a day's notice, he stood to sea, and engaged the Dutch frigate, in sight of the town.

Their ships were within pistol-shot before either of them fired; and then Captain Harman's broadside brought the Dutchman's main-mast by the board, and killed and wounded fourscore men. Then, following up his advantage, he entered the enemy's vessel with his resolute crew, and became master of the ship in an hour's time; but she was quite disabled, and had one hundred and forty men in her killed and wounded. The English had only nine killed, and fifteen wounded; amongst whom was their brave captain, by a musket-shot, which went in at his left eye, and out between the ear and the jaw-bone; of which wound he recovered and lived several years after.

This was the last difference that arose between the English and the Dutch, the treaty being concluded on so broad and firm a basis, that there remained neither plea or temptation to violate it on the part of either nation.

In the year 1675, the Corsairs of Tripoli having committed great outrages on the English trade, Sir John Narborough was sent out to punish them.

On the 14th of January Sir John came before Tripoli, and having blocked up the port in the night, he manned all his boats, and sent them under the command of Lieutenant Shovel, afterwards Sir Cloudesley, the famous admiral, into the harbour, where he seized the guard-ship, and burnt the following vessels, which lay at that time in the harbour; *viz.* the White Eagle crowned, a fifty gun ship; the Looking-glass, thirty-six guns; the Santa Clara of twenty-four; and a French vessel of twenty; after which, he safely returned to the fleet without the loss of a single man. This extraordinary action reduced the Tripolines to sue for peace; though they absolutely refused to make good the losses sustained by the English. Sir John thereupon cannonaded the town; and also landed a body of men, about twenty leagues from thence, and burnt a vast magazine of timber, which was to have served for the building of ships. He then sailed to Malta; and, after remaining there for some time, returned suddenly upon the enemy, and distressed them so much, that they were glad to submit to a peace on the terms prescribed.

In 1679, some differences arose with the Algerines on account of their making prizes of English ships, under pretence that they were not furnished with proper passes. Sir John Narborough was therefore sent with a squadron to demand satisfaction, and succeeded: but this peace did not last long; for, in a year or two, they committed the like outrages: upon which Commodore Herbert, afterwards Earl of Torrington, went thither with a few ships, and compelled them to give satisfaction for what had passed, and assurances for their acting in another manner for the future. That expedition, which was performed in 1682, proved the last in this reign.

There is indeed one transaction more, which it is in our province to record, and that is, the demolition of the strong and important fortress of Tangier, by the English, after having been in their possession more than twenty years, and having cost the nation an immense sum of money in improving it.

The house of commons, however, in the year 1680, expressed their dissatisfaction at the management of the garrison there, and intimated a determination of no longer providing for the maintenance of it; and the king at last came to the resolution of withdrawing his forces, and totally destroying the works, that the fortress might not benefit the Moors.

In 1683, the Lord Dartmouth, as governor of Tangier, and admiral of an English fleet, was sent to demolish the works, blow up the mole, and bring home the garrison; all which he very effectually performed: so that the harbour is at this time, entirely spoiled; and, though now in the hands of the Moors, is a very inconsiderable place. One circumstance attending its demolition strongly marks the temper and spirit of the king. He directed a considerable number of new-coined crown-pieces to be buried in the ruins, that if, through the vicissitudes of fortune, this city should ever be restored, there might remain some memorial of its having depended on the crown of Britain.

No prince ever possessed a more perfect knowledge, of all that appertains to maritime concerns, than Charles II., nor was more sincerely anxious for the promotion of naval glory, though, from his unfortunate entanglement with favourites and mistresses who continually betrayed him, and his inordinate love of pleasure, he was often prevented from carrying into effect the grand schemes which his mind had conceived; yet his attention to the royal navy never relaxed; and though at the time of his restoration, the fleet and ordnance were both in a weak condition, the funds appropriated to their supply having been embezzled or diverted to other purposes, yet the king soon restored it to excellent order; and it redounds greatly to his power, that he preserved in their stations, without any regard to party or prejudices, all those brave and meritorious officers who had been placed in command during the time of the usurpation of Cromwell.

To give the reader a just idea of the improvement in the British navy, during the period of this king's reign, it will be sufficient to state, that in 1660 the whole fleet consisted of but sixty-five vessels of all sizes, but in 1678, it was increased to eighty-three, besides thirty large ships actually building; eleven newly launched and nineteen on the stocks.

Maritime trade, likewise, received great encouragement, and met with unprecedented success during this reign, though the king from his connection with France, and his dissolute habits of luxury and corruption, sometimes ran counter to the interests of his subjects. Many of our plantations, however, were settled by his majesty's favor and encouragement, among which were Pennsylvania, Carolina, &c. &c. Others which had been alienated were restored by his arms, such as New York, and the Jersey's; and of Barbadoes, the trade attained so great a height, that it is said to have exclusively maintained four hundred sail of ships, and produced two hundred thousand pounds clear profit to the English nation.

GENERAL MONK, afterwards Duke of Albemarle, &c. Among the illustrious men whose actions entitle them to the gratitude and reverence of their country, the name of George Monk, must ever hold the first place, whether we regard him as the brave enterprizing officer, or the calm intrepid statesman, whose wisdom and judgment, restored the rightful monarch to the crown of this kingdom.

The family of this honoured man was ancient and honourable, and by the female line, sprung from the glorious Edward IV.

From the time of Henry III. they had been settled at Potheridge in Devonshire, but the extravagance of his ancestors, had left Sir Thomas Monk, the father of our illustrious hero, so greatly embarrassed, that when in the first year of King Charles I. his majesty came down to Plymouth to inspect the naval preparations there, Sir Thomas was unable to pay his duty to his majesty, lest his person should be seized by the rude gripe of the law.

To enable him to follow the impulse of his loyalty, however, he sent his son George to the under-sheriff of Devonshire, with a considerable present; desiring that on so extraordinary an occasion, he might be safe while he attended the king. The sheriff accepted the present, but, soon after receiving a larger from one of his creditors, took him in execution in the face of the county. George Monk, then a mere youth, went to Exeter, and after expostulating with the pettifogger, who appeared insensible to reproaches; took his leave of him in a more intelligible language, and caned him so heartily, that he left him in no condition of following him. This adventure sent him on board the fleet, and he shortly after sailed for Cadiz, when he was in the seventeenth year of his age; serving as a volunteer under his near relation, Sir Richard Greenville. The next year, he accompanied the brave Sir John Burroughs in the unfortunate expedition to the Isle of Rhé; and in 1628, being then of age, he went over to Holland, and served in the regiment of the Earl of Oxford.

But as it would be going beyond the limits of this work, to follow him minutely through all the eventful and hazardous scenes of his life, we shall pass over the years which he devoted to the martial service, and come at once to the period when he returned to the profession in which he had first launched out into the world.

We find him with the fleet in May, 1653; and on the second of June he engaged that of the Dutch, being on board the Resolution with Admiral Deane, who, in the beginning of the action, was killed by a chain-shot. Monk, with great presence of mind, threw his cloak over the body; and having cheered up the crew, ordered it to be removed into his cabin. The dispute continued two days, and ended at last in a complete victory gained by the English.

He soon confirmed the reputation he gained by this action, by engaging the Dutch again on the 29th of July, where he likewise fought two days, and gained a second victory. The Dutch fleet was far superior to his; and yet he not only attacked them, but engaged with thirty sail of light frigates, while the rest of the fleet were astern, and could not get up. The 30th proved a foul day, and so prevented any further fighting; on the 31st, the Dutch had a supply of twenty-five large ships: though he knew they had another great advantage, *viz.* a number of fire ships, whereas he had none, this did not discourage Monk, who was now commander-in-chief; and, as if he had been secure of victory, he gave orders that no ship should be taken, or quarter given; for he saw that sending off ships to convoy them weakened his own fleet, and thereby lessened the effects of their victories.

The event proved the correctness of Monk's judgment, for the loss of the Dutch was so great, that the States were forced to conclude a peace with England upon any terms.

The services of general Monk being no longer required at sea, he remained some time in retirement; but quitted it the moment his active services were required.

The part which General Monk took in the restoration of King Charles II., to the throne of his ancestors, was sufficient to confer on his name a glorious immortality, had he never distinguished himself by other services to his country; and procured him, from his grateful sovereign, the reverential epithet of FATHER.

He was, on this occasion, created Duke of Albemarle, with a revenue o. seven thousand a year, and continued to serve his king and country as a statesman, until the breaking out of the Dutch war in 1664, when the king sent for him suddenly to Oxford, whither his majesty had retired, on account of the plague then raging in London.

He went thither post; and on his arrival, was told, that the intent of sending for him thither was, to make him joint admiral of the fleet with Prince Rupert; and that he must immediately prepare to go sea. He desired a day's time to consider of it; in which interim he consulted with his friends, who objected that he had already established his character as a soldier, seaman, and statesman; and that it was unreasonable, at his time of life, for him to stake all the honours he had won, on the fortune of a day: that, in short, the loss of a battle would exceedingly tarnish his reputation; whereas a victory gained, could add very little thereto.

The duke thanked them for the respect they had shewn for his person and character; but added, "these were out of the case; that he valued neither farther than they were useful to his country; and that he was determined to obey the king's commands, since he was sure he either should accomplish them, or die in the attempt." His grace accordingly returned to London the third day; and though the war and the plague had made great havock among the seamen; yet, as soon as it was known that the Duke of Albemarle was to command the fleet, great numbers offered themselves to the service, because, as they said, "they were sure honest George," for so they called the duke, "would see them well fed, and justly paid."

On the 23d of April, being St. George's day, his grace, and Prince Rupert took leave of the king, and fell down the river, in one of the royal barges, to join the fleet. When they arrived in the Downs, the king received intelligence, that the French had fitted out a squadron to join with the navy of the States; upon which he sent down orders to Prince Rupert to sail, with twenty of the best frigates in the fleet, to fight the French squadron before it could join the Dutch. This had certainly been a right measure, if the king's intelligence had been well founded; but, as this report proved totally unfounded, the taking away so great a part of the fleet exposed the remainder exceedingly.

The Duke of Albemarle, commanding now alone, discovered, on the 1st of June, the Dutch fleet, consisting of about seventy-six sail of large ships; whereas his grace had not more than fifty. He immediately called a council of war, composed of some of the gallantest men that ever bore commands in the English navy; and there, "In regard several good ships, besides the Royal Sovereign, then at anchor in the Gun-fleet, neither fully manned nor ready, would, upon their retreat, be in danger of a surprizal by the enemy, and that such a course might make some impression upon the spirit and courage of the seamen, who had not been accustomed to decline fighting with the Dutch, it was at last unanimously resolved to abide them, and that the fleet should presently be put in readiness to fall into a line."

The first day the enemy gained no advantage, notwithstanding their great superiority; which was entirely owing to the duke's example, who, though he was once obliged to be towed out of the line; yet, after making the necessary repairs in his rigging, bore into the centre of the Dutch fleet, and he engaged de Ruyter with incredible fury.

The next morning the duke called a second council of war, in which he delivered himself thus: "If we had dreaded the number of our enemies, we should have fled yesterday; but, though we are inferior to them in ships, we are in all things else superior. Force gives them courage; let us, if we need it, borrow resolution from the thoughts of what we have formerly performed. Let the enemy feel, that though our fleet be divided, our spirit is entire. At the worst, it will be more honourable to die bravely here on our own element, than to be made spectacles to the Dutch. To be overcome is the fortune of war, but to fly is the fashion of cowards. Let us teach the world, that Englishmen had rather be acquainted with death than with fear."

The engagement began about eight, and continued till it was night; but our fleet suffered so much, that it was resolved to make a fair retreat, which the duke performed the next day very successfully. In the evening of that day, Prince Rupert with his squadron came in; and the duke's fleet endeavouring to join it, the Royal Prince, commanded by Sir George Ayscue, ran aground, and was burnt by the enemy. Before night, however, the English fleets joined; and then it was unanimously resolved that they should attack the enemy the next day as early as possible, which was accordingly done; when the duke passed, in conjunction with the prince, five times through the enemy's fleet; and had in all probability beaten them, if, by an unlucky accident, the prince's ship had not been disabled, and soon after the duke's, which, however, did not hinder their firing upon the Dutch till it was dark.

Two days after, the fleet returned to our own coast, and the prince and duke to London. On the report of this extraordinary action, many took the liberty to censure the Duke of Albemarle's conduct; but the king, having thoroughly examined the matter, declared himself fully satisfied with his behaviour; adding, that he had given the greatest instance of his own, and of the English valour; and had raised the reputation of our naval force to such a height of glory as would render it for ever terrible to its enemies, as well as relied upon and respected by its friends.

The Dutch fleet, having suffered less, was again very soon upon our coast; but as soon as the English fleet came out of the Thames they stood over to their own. On the 24th of July, both fleets were in sight of each other; and the next day, by six in the morning, a bloody battle began, in which the English gained a complete victory, and the Dutch were driven into their own ports. This was the last great action performed at sea by the Duke of Albemarle.

On the Duke's return he found the city of London, which he had before had the unhappiness of beholding depopulated by the plague, lying in ashes; and we must here record, as a proof of the enthusiastic veneration in which he was held by the people, that they openly declared as he passed along the streets, that if his grace had been there, their city had not been burnt! and indeed it appears that the duke was recalled from the command of the fleet, merely that he might employ his influence to quiet the minds of the people, under the heavy misfortune of the loss of their city.

In the affair of the 11th of June 1667, when the Dutch, piloted by some of our own traitorous countrymen, sailed with a formidable fleet into the mouth of the Thames, and appeared before Chatham: the Duke of Albemarle was called upon in this, the most trying and dishonourable occurrence that ever befel the English, as the fittest person to raise the people's spirits, and defeat the enemy's designs. He did all, and even more than could be expected; but such a panic had struck the people, and such a want of capacity was visible in those who had the direction of the king's yards, that his orders were very indifferently obeyed.

He caused, however, several ships to be sunk in the narrow passage by the Mussel-Bank, and took such other precautions as were of much service; and, had he been well seconded, there is the greatest reason in the world to believe that the Dutch had reaped no great credit from this undertaking.

It cannot be supposed, that a man who had attained to such eminence as the duke, could be entirely free from enemies; and accordingly there have not been wanting those, who have made invidious attacks on his character; and have not been content with affixing on him the most odious stigmas, but have also represented him as a man of weak abilities. To the first, his great popularity, and the many and encreasing marks of royal favor which ended only with his life, is a sufficient answer, and the constant success which attended alike his counsels, and his active exertions, a complete refutation of the latter assertion.

As to his person, he was a strong built man, of a good presence, and very able to endure fatigue. The advantages he derived from nature were much strengthened by his temperate manner of living. He was an enemy to all oppression in the army, yet, a strict observer of discipline, of which he gave a signal instance at the end of the first Dutch war in Cromwell's time. The seamen came to the navy-office in crowds to demand their prize-money: he satisfied them, by telling them, that there were fifteen hundred ships to be sold, and, that as soon as they were sold, they should have their money; but in the afternoon there came four or five thousand of them armed, towards Whitehall; which Monk hearing, met them at Charing-cross in company with Cromwell, and some other officers; where, he drew his sword, and wounded several of them, upbraiding them with not depending upon his word, who never broke it; which had such an effect, that they retired quietly, and were afterwards very honestly paid.

His personal valour was only equalled by his coolness and presence of mind, in the most trying difficulties and dangers, and this valuable endowment he retained to the last moment of his life.

In the second Dutch war, a chain shot took away part of his dress, yet he never altered his countenance or his place; and at the beginning of that same action, he declared to the Duke of Buckinghamshire that he would never be taken by the enemy, and accordingly charged a little pocket pistol, which it was believed by the latter, his grace intended to have fired into the powder-room, and thus have blown the ship up in case the Dutch had boarded him.

In the Chatham business, he exposed himself in the midst of the enemy's cannon shot, that his example might keep others to their duty, and when a person of distinction expostulated with him on this head, and would have persuaded him to retire; he answered very cooly, "Sir, if I had been afraid of bullets, I should "have quitted this trade of a soldier long ago."

He died the 3d of January 1670, with all the fortitude that might be expected from the tenor of his life; resigning his breath as he sat quietly in his chair, and having only four days before accomplished the last wish of his heart, in marrying his only son to the daughter of Lord Oyle: the ceremony being performed in his chamber on the 30th of December. The duke at the time of his decease, was in the sixty second year of his age, upwards of forty of which he had spent in the service of his country.

His body was by the king's command conveyed to Somerset House, where it lay in state till the last day of April, and then was removed with great pomp to Westminster Abbey, where, however, by some inconsistency or neglect, no monument was erected to his memory; a paltry effigy, in wax, being the only memorial that points the enquiring visitor to the place where repose the ashes of General Monk.

ADMIRAL MONTAGUE, afterwards Earl of Sandwich.—Of this nobleman it has been justly said by one of his historians. "His life was an uniform scene of patriotism and public spirit; his death as extraordinary a strain of exalted courage, that as few facts in modern history come near it, so none in more ancient and less corrupted times, can be justly said to excel it."

Mr. Edward Montague was the surviving son of Sir Sidney Montague; the youngest of six sons of Edward Lord Montague: he was born July 27, 1625, and at a very early age entered into the army, receiving a commission from the parliament, to raise and command a regiment, when he was scarcely eighteen years old. In the following year he distinguished himself greatly at the storming of Lincoln, which was one of the hottest actions that took place during the lamentable civil war; and also at the battle of Marston-Moor, insomuch that soon after, when the city of York demanded to capitulate, he was appointed one of the commissioners for settling the articles; he was then but in his nineteenth year. We find him next in the battle of Naseby; and in the month of July, 1645, he stormed the town of Bridgewater. In September, he commanded a brigade in the storming of Bristol, where he performed very remarkable service; and, on the 10th of September 1645, subscribed the articles of the capitulation, granted to Prince Rupert, on the delivery of that important place to the parliament.

His acquaintance with Cromwell; and his own generous unsuspecting temper, drew him into a share of the transactions in those times, with which, upon reflection, he was very much dissatisfied. After the Dutch war was over, he was brought into command of the fleet, and in the spring of the year 1656, we find him in the Mediterranean, where himself and his colleague, Blake, meditated many great things. They once thought of attacking the Spanish fleet in the harbour of Cadiz; but, after attentively considering the port, it was resolved, in a council of war, that such an attempt was impracticable. Then Gibraltar was mentioned, as a place that would be of great utility, in case it could be reduced, but that too was abandoned, and as cruizing before Cadiz appeared to be of no great advantage, the fleet stood over to the opposite shore of Barbary, in order to repress the insolence of the Tripoli and Sallee rovers.

The warmth he expressed in the discharge of his command, did not hinder the admiral from perceiving the great prejudice done to our trade by carrying on the Spanish war; of which he gives a fair and clear account in one of his despatches to the secretary, wherein he complains, that he saw the Dutch, Hamburghers, and Genoese, carrying on a mighty trade with Spain; which, as he observes, it was impossible for them to hinder, without engaging the State in a war with all the world; and therefore proposed, that a squadron of light frigates only might be kept in those seas; and that the fleet should be employed somewhere else to more advantage.

Towards autumn they returned into the road of Cadiz; where, in September following, Captain Stayner made prize of the galleons. A full account of their strength, and the money on board them, Admiral Montague sent into England as soon as they were taken.

The following is an extract from the letter he wrote on this occasion: "There have been some miscarriages by the ships that did take the ships of Spain, but I shall delay to tell of them here, and I judge the best way to improve mercies of this kind, is to look forward, however, that is my business at this time. The silver they brought is on board this ship, and the vice-admiral: in the admiral we have five hundred and fifty *sous* of silver and boxes of plate, and nine pieces of silver not well refined, like sugar-loaves; in the vice-admiral there is a hundred and twenty-four *sous* of silver, all which we judge may produce near two hundred thousand pounds. I hope I speak the least, and that it will make much more; in the galleon's holds also there is the space between the main-mast and the bulk head of the bread room, not yet rummaged." The utmost pains were taken to give the populace a very high idea of this advantage. The silver was carried in open carts, and ammunition waggons, through Southwark to the Tower of London; and, to make a shew of entire confidence in the people, these waggons had no greater guard than ten soldiers. As for admiral Montague, he had all the compliments paid him, upon this occasion, that it was possible for him to desire.

In 1657, he was appointed to command the fleet in the Downs, which was designed to watch the Dutch; to carry on the war with Spain; and to facilitate the enterprize on Dunkirk; and in all these he did as much as could be expected from him. Toward autumn he thought fit to make a journey to the camp of the Marshal de Turenne, where he had a conference with him, in order to determine the properest method of carrying on the war; and then returned on board the fleet, which cruized in the channel till the beginning of winter.

After the death of Oliver, and the setting up of Richard, Admiral Montague was fixed upon to command the great fleet sent to the north; which was, beyond comparison, the most considerable that had been fitted out since the Dutch war, consisting of the following ships: the Naseby, on board which the admiral hoisted his flag, carried seventy guns, and six hundred men; the Resolution had the like number of men, and eighty guns; there were fourteen ships carrying each fifty pieces of cannon and upwards; twenty-eight forty gun ships, or near it; four of thirty guns, besides twelve smaller vessels, carrying from twenty-two to twenty eight pieces of cannon; in all sixty ships, and on board them eleven thousand eight hundred and twenty men.

Before the admiral sailed, the parliament thought proper to tie him down by instructions, which left him no real power, but obliged him to act in conjunction with their commissioners, Colonel Algernon Sidney, Sir Robert Honeywood, and Mr. Thomas Boon; they also took an occasion to shew they had no great cordiality towards him, by giving away his regiment of horse; so that we may suppose he left England in none of the warmest dispositions for their service. King Charles, who being very well informed as to his temper, principles, and strict conjunction with the protector's family, thought this a proper time, that family being entirely laid aside, to make a trial of his inclinations; and, therefore, sent a person with two letters, one from himself, and the other from Chancellor Hyde, to be delivered to him without the privity of his colleagues.

These letters, and the persuasions of a near relation of his, had such an effect on Admiral Montague's mind, that he returned immediately to his duty, with all the warmth and sincerity incident to great minds, conscious of former failings. The service the king proposed to him was sailing speedily back to England, that the fleet might be ready to act in conjunction with Sir George Booth, and other persons of distinction, who were disposed to hazard their lives for the service of their country. Mr. Montague immediately resolved to run any hazard, rather than not put it in execution; conceiving that, if this opportunity was missed, another equally promising might not quickly happen.

He therefore called a council of war, and therein made a speech, in which he shewed them the little hope there was of doing any thing for the honour of England, by remaining where they were; and also laid before them the accounts he had received of the struggles between the army and the parliament; hinting that themselves had a great stake there; and concluded with saying, that he was determined to act according to their judgment; but that one thing must be observed, provisions were already become scarce; and therefore, if they resolved to stay, they must resolve also to live on short allowance.

The question was soon decided; and Admiral Montague weighed immediately, and sailed to England. On his arrival, he found things in a very unexpected and disagreeable situation; Sir George Booth a close prisoner in the Tower; the parliament again in authority; and a warm charge against himself come to hand from Colonel Algernon Sidney. He, however, attended the parliament, and gave there an account of his conduct; which, though it did not entirely satisfy them, enable him to escape with only the loss of his command.

This escape made him concern himself very little in the following public transactions, before Monk's coming into England: but when that general shewed a desire that Admiral Montague should be restored to his command, he sent privately to the king for his approbation, before he would accept it. Having obtained this, he went on board the fleet, where he found things strangely altered; for Admiral Lawson, from whom he expected most opposition, was become as ready to serve the king as himself; upon which he laid by all reserve, and immediately sailed with the fleet to Holland, leaving only two or three ships to attend the parliament commissioners.

Soon after, he had the honour to convoy his majesty to England, who within two days from his landing at Dover, sent Sir Edward Walker garter king at arms, to deliver him his declaratory letters, with the ribband and George of the most noble order of the garter, which he presented him on the 28th of May, in the morning, in his ship, then riding in the Downs; and by letters patent, dated the 12th of July, 1660, he was created Baron Montague of St. Neots, in the county of Huntingdon, Viscount Hinchinbrooke, in the same county, and Earl of Sandwich in Kent; sworn of his majesty's most honourable privy-council; made master of the king's wardrobe; admiral of the narrow seas; and lieutenant-admiral to the Duke of York as Lord-high-admiral of England.

Many other honours and proofs of the king's satisfaction with his services, were bestowed on the Earl of Sandwich, who, when the Dutch war broke out in 1664, immediately engaged again in active service. In the great battle fought the 3d of June, 1665, in which the Dutch had eighteen men of war taken, and fourteen destroyed; a large share of the honour was justly due to the Earl of Sandwich; who, about noon, fell with the blue squadron into the centre of the enemy's fleet, and thereby began that confusion, which ended soon after in the flight of the enemy. On the return of the English navy, his majesty, at the request of the queen-mother, declared the duke should not expose his person again on board the fleet; but gave the command to the Earl of Sandwich, who again sailed on the 5th of July with sixty men of war to the coast of Holland; but finding the Dutch fleet not at sea, and having information that both the East India and Smyrna fleets were to return north about; he resolved to steer for the coast of Norway, in hopes of meeting with them; and soon after learned that they had taken shelter in the port of Bergen.

Sir Gilbert Talbot was then envoy at the court of the king of Denmark; and he, finding a disposition in that prince to fill his coffers at the expence of the Dutch; proposed to him, as the most effectual way of doing it, seizing on their fleets in his harbour, which would indemnify him for all the losses he complained of, and bring into his treasury many millions of dollars. The king of Denmark readily embraced the project, but as it was a transaction very little to his honour, so he insisted upon it, that the agreement should not be put into writing; and this nicety spoiled the whole affair.

Sir Thomas Tyddiman, being sent with a stout squadron to block up the port of Bergen, appeared before it on the 1st of August, 1665; and sent a gentleman to the governor, to inform him of the design, and to enquire what orders he had. To this the governor answered, that as yet he had none, but that he expected them by the post in two or three days; but the same evening the castle fired upon the English fleet, and did some mischief; and the Dutch were suffered by the governor to bring seventy pieces of cannon on shore, to fortify their line. Admiral Tyddiman perceiving this, immediately called a council of war, in which it was resolved to lose no time, but to attack the Dutch fleet the next morning; the attack accordingly commenced, but the admiral gave orders, as much as possible to confine the fire to the Dutch vessels, and avoid injuring the castle or port. The battle continued till near eight o'clock and the greatest mischief that the English received was from the artillery in the castle, which by accidental shots cut some hawsers that kept the first line together; and so, to avoid falling foul one on another, they were forced from their stations; notwithstanding which the English came that day to anchor within the rocks of Norway, five leagues distant from Bergen, having no pilots that could shew them anchoring hold nearer, for so many ships together.

While the English were repairing their ships, the Danish governor endeavoured to draw them into a new negociation. But, after mature deliberation, it was not thought proper to trust to him, and therefore, on the last of August, the earl sailed with the rest of his fleet, towards the coast of Holland; but, suffering much by a storm, his ships were forced back again to the northward; and, on the 4th of September, he met with four Dutch East Indiamen, and several other of their merchant-ships, under a good convoy; when he captured eight men of war, two of their richest East-India ships, and twenty sail of their merchantmen. On the 9th also, a part of our fleet fell in with eighteen sail of the enemy, the greatest part of which they took with four men-of-war, and above a thousand prisoners.

On the breaking out of the third and last Dutch war, his lordship went to sea with the Duke of York; and toward the end of May, 1672, came to an anchor in Southwold bay, in order to take in water. On the 27th, which was Whit-Monday, many officers and seamen were permitted to go on shore, and were at Southwold, Dunwich, and Aldborough. Things being in this situation, and the weather withal very hazy, the Earl of Sandwich delivered it as his opinion, at a council, that the wind standing as it did, the fleet rode in danger of being surprised by the Dutch, and therefore he thought it advisable to weigh anchor, and get out to sea: to this the Duke of York, it is said, made such an answer as seemed to hint, that the earl spoke out of fear.

On the 28th of May, between two and three in the morning, the fleet was informed of the approach of the Dutch; upon which his royal highness made the signal for weighing anchor, and getting out to sea. The blue squadron, commanded by the Earl of Sandwich, was out first, and in good order, the red next, and the white, in its proper station, much a-stern. The Earl of Sandwich, in his fine ship the Royal James, which carried one hundred pieces of cannon and about eight hundred men, began the fight, and fell furiously on the squadron of Van Ghent, with a view to give the rest of the fleet time to form; and in this he carried his point. Captain Brakel, in the Great Holland, a sixty gun ship, depending upon the assistance of his squadron, attacked the Royal James, but was soon disabled, as were several other men of war; and three fire ships were sunk. By this time most of his men were killed, and the hull of the Royal James so pierced with shot, that it was impossible to carry her off.

In this distress he might have been relieved by his vice-admiral, Sir oseph Jordan, had not the latter been more solicitous about assisting the luke: when, therefore the earl saw him sail by, heedless of the condition n which he lay, he exclaimed, "There is nothing left for us now, but o defend the ship to the last man;" by which those who knew him, eadily understood, that by the last man, he meant himself. When fourth fire ship had grappled him, he begged his captain, Sir Richard laddock, and all his servants, to get into the boat, and save themselves; hich they did: yet some of the sailors would not quit the admiral, but aid, and endeavoured at his command to put out the fire, which, in pite of all their efforts, they could not do; and so they perished together, e ship blowing up about noon.

His lordship's body was found, near a fortnight afterwards; and the folwing relation of the honours paid to it, which is taken from the gazette f that date, will show how highly his character and services were estiated by his grateful king and country.

Harwich, June 10.

"This day the body of the right honourable Edward, Earl of Sandwich, ing, by the order upon his coat, discovered floating on the sea, by one f his majesty's ketches was taken up, and brought into this port; where ir Charles Littleton, the governor, receiving it, took immediate care for s embalming, and honourable disposing, till his majesty's pleasure hould be known concerning it; for the obtaining of which, his majesty as attended at Whitehall, the next day, by the master of the said vessel, ho, by Sir Charles Littleton's order, was sent to present his majesty with he George found about the body of the said earl, which remained, at the ime of its taking up, in every part unblemished, saving some impressions made by the fire upon his face and breast: upon which his majesty, out of his princely regard to the great deserving of the said earl, and his unexampled performances in this last act of his life, has resolved to have his body brought up to London, there, at his charge, to receive the rites of funeral due to his great quality and merits.

"The Earl of Sandwich's body being taken out of one of his majesty's yachts at Deptford on the 3d of July, 1672, and laid in the most solemn manner in a sumptuous barge, proceeded by water to Westminster-bridge, attended by the king's barges, his royal highness the Duke of York's, as also with the several barges of the nobility, lord-mayor, and the several companies of the city of London, adorned suitable to the melancholy occasion, with trumpets and other music, that sounded the deepest notes. On passing by the Tower, the great guns there were discharged, as well as at Whitehall; and about five o'clock in the evening, the body being taken out of the barge at Westminster-bridge, there was a procession to the abbey-church with the highest magnificence. Eight earls were assistants to his son Edward, earl of Sandwich, chief-mourner, and most of the nobility and persons of quality in town gave their assistance to his interment in the Duke of Albemarle's vault, in the north side of King Henry VII.'s Chapel, where his remains are deposited."

Such was the fate of this noble peer, of whom it has been written by those who being of opposite principles could not be suspected of being too favourable to him: "He was a man of consummate bravery, and of a most engaging behaviour; one who had rendered his sovereign the greatest services, not only in the field but in the cabinet, and as an ambassador in foreign courts:" and by another he is stiled, "A person of extraordinary parts, courage fidelity and affability, and one who justly merited all the honors that were conferred upon him."

Sir John Lawson.—This eminent commander was the son of poor parents at Hull, and entered early into the sea service, where he obtained promotion entirely by his merit.

Having espoused the cause of the parliament, during the contention between them and their sovereign, he obtained the command of a ship, and having successfully combatted their enemies, was, in 1653, appointed to command a fleet of forty-four sail which were sent over to Holland; in which expedition he captured an almost incredible number of prizes from the Dutch; and thus greatly forwarded the peace which was soon after concluded.

In 1655 he was entrusted with the command of the Channel fleet. But the Spanish war had the same effect upon him that it had upon many officers; he looked upon it as a flagrant act of injustice and tyranny, and began from that moment to enter into schemes against the protector.

There were, at that time, a very formidable body of men, who conspired against Cromwell on the most enthusiastic principles; and with these Lawson, Okey, Rich, and other officers agreed to join in pulling down the present tyranny. Secretary Thurloe, however, had such early information of their proceedings, that on April 10, 1657, Major-General Harrison, Admiral Lawson, and several others were committed;

and when Lawson recovered his liberty, he probably did not imagine he should ever be employed again: but, upon the first news of the return of Admiral Montague, with his fleet from the Baltic, the parliament sent for Mr. Lawson, declared him vice-admiral, and ordered him to take the charge of the whole fleet on its arrival.

It appears, however, that during his retirement from naval affairs, he had become a complete convert to the royal cause; and convinced of the folly of shifting from the long established form of government, under which England had for so many years flourished among nations; he, therefore, entered heartily into the Restoration, and brought the fleet under his command to declare themselves very plainly on that head, for which he was afterwards highly distinguished by King Charles, and received the honour of knighthood.

Immediately after the Restoration he was sent as vice-admiral to the Earl of Sandwich, when he went to fetch Queen Catharine from Portugal; and was afterwards employed in the Mediterranean against the Algerines, to whom he did considerable damage, and so effectually blocked up their port, that they were not able to send any of their cruizers abroad.

On Sir John's return to England he found the second Dutch war broken out, and was appointed to serve under the Duke of York, as rear-admiral of the red; and accordingly, on the 21st of April, 1665, the grand fleet sailed to the coast of Holland, the Duke of York bearing the red flag, Prince Rupert the white, and the Earl of Sandwich the blue.

Towards the end of the engagement which happened off Lowestoffe on the 3d of June, the very day twelve years that the Dutch had been beaten by General Monk, Admiral Lawson received a musket-shot in his knee, of which he died some days after, with the consolation, however, of expiring in the arms of victory, and leaving behind him a glorious reputation.

The following account is taken from the writings of the Earl of Clarendon, who, in recording the memorable events of this day, says, "There was another almost irreparable loss in Sir John Lawson, who was admiral of a squadron, and of so eminent skill and conduct in all maritime occasions, that his counsel was most considered in all debates, and the greatest seamen were ready to receive advice from him. In the middle of the battle he received a shot with a musket-bullet upon the knee, with which he fell; and finding that he could no more stand, and was in great torment, he sent to the duke to desire him to send another man to command his ship, which he presently did. The wound was not conceived to be mortal, and they made haste to send him on shore as far as Deptford or Greenwich, where for some days there was hope of his recovery; but shortly his wound gangrened, and so he died with very great courage, and profession of an entire duty and fidelity to the king.

"He was indeed, of all the men of that time, and of that extraction and education, incomparably the modestest and wisest man, and most worthy to be confided in. He was of Yorkshire, near Scarborough, of that rank of people who are bred to the sea from their cradle; and a young man of that profession he was when the parliament first possessed themselves of the royal navy, and Hull being in their hands, all the northern seamen easily betook themselves to their service: and his industry and sobriety made him quickly taken notice of, and to be preferred from one degree to another, till, from a common sailor, he was promoted to be a captain of a small vessel, and from thence to the command of the best ships.

"He had been in all the actions performed by Blake, some of which were very stupendous, and in all the battles which Cromwell had fought with the Dutch, in which he was a signal officer, and very much valued by him. He was of that class of religion which were called Independents, most of which were Anabaptists, who were generally believed to have most aversion to the king, and therefore employed in most affairs of trust. He was commander in chief of the fleet when Richard was thrown out; and, when the contest grew between the rump and Lambert, he brought the whole fleet into the river, and declared for that which was called the parliament; which broke the neck of all other designs, though he intended only the better settlement of the commonwealth.

"Nor, after the Restoration, did any man perform his duty better. He caused all persons, however well qualified soever, who he knew were affected to a republic, to be dismissed from the service, and brought very good order into his own ship, and frequented the church-prayers himself, and made all the seamen do so. He was very remarkable in his affection and countenance toward all those who had faithfully served the king, and never commended any body to the duke to be preferred but such, and performed to his death all that could be expected from a brave and an honest man.

"It looked like some presage that he had of his own death, that, before he went to sea, he came to the treasurer and the chancellor, to whom he had always borne much respect, and spoke to them in a dialect he had never before used; for he was a very generous man, and lived in his house decently and plentifully, and had never made any the least suit or pretence for money. Now he told them, that he was going upon an expedition in which many honest men must lose their lives; and though he d no apprehension of himself, but that God would protect him, as he d often done in the same occasions, yet he thought it became him, ainst the worst, to make his condition known to them, and the rather, cause he knew he was esteemed generally to be rich. He said, in truth thought himself so some few months since, when he was worth eight nine thousand pounds: but the marriage of his daughter to a young ntleman in quality and fortune much above him, Mr. Richard Norton Southwick in Hampshire, who had fallen in love with her, and his her, out of tenderness to his son, had consented, it had obliged him to ve her such a portion, as might, in some degree make her worthy of so eat a fortune; and that he had not reserved so much to himself and wife, d all his other children, which were four or five, as he had given to that ughter; he desired them, therefore, that, if he should miscarry in this terprize, the king would give his wife two hundred pounds a-year for r life; if he lived, he desired nothing; he hoped he should make some ovision for them by his own industry; nor did he desire any other grant security for this two hundred pounds yearly than the king's word and omise, and that they would see it effectual. The suit was so modest, d the ground of making it so just and reasonable, that they willingly formed his majesty of it, who as graciously granted it, and spoke himself him of it with very obliging circumstances; so that the poor man went ry contentedly to his work, and perished as gallantly in it, with an univer-l lamentation. And it is to be presumed, that the promise was as well rformed to his wife. Sure it is, it was exactly complied with whilst ther of those two persons had any power.

Sir John Kempthorne.—Like the last hero, of whom we have oken, Sir John Kempthorne owed his advancement in the profession hich he early embraced, solely to his meritorious conduct and superior bilities; for though he was descended from a good and ancient family Devonshire, his father being a royalist, and thereby reduced to low rcumstances; and he was therefore apprenticed to the master of a trading ssel belonging to Jopsham; with whom he remained several years, and length was employed by some of the most eminent merchants in xeter to trade for them into the Mediterranean.

In the beginning of the Spanish war, Captain Kempthorne distinguished imself by an action, which, though it may seem somewhat romantic, is ell authenticated, and certainly laid the foundation of this brave officer's ubsequent good fortune. He was attacked by a large Spanish man of war, ommanded bv a knight of Malta; and, though the odds were very great, yet Captain Kempthorne defended himself till his ammunition was spent: when remembering that he had several large bags of pieces of eight on board, he ordered his men to load their guns with silver, which did such execution on the Spaniard's rigging, that, if his own ship had not been disabled by an unlucky shot, he had in all probability got clear. At last, however, overpowered by numbers, he was boarded, taken, and carried into Malaga.

The knight, to whom he was prisoner, treated him with the utmost kindness and civility; carried him home to his house; and commended his valour to every body; and, after a short detention, sent him to England. Some years after, the same knight of Malta was taken in the streights, and brought prisoner into England, where he was committed to the Tower: this afforded Captain Kempthorne an opportunity of returning all the civilities he had received, he procured his liberty at his own expense, and furnished him with every thing necessary to return to Spain; an action grateful in itself, and which reflected on the English commander great honour

Soon after the Restoration, Captain Kempthorne was provided with a ship, *viz.* the Mary Rose, a third rate, carrying forty-eight guns, and two hundred and thirty men. In this he went as convoy to considerable fleet of merchantmen into the streights; and in the month of December, 1669 met with a squadron of seven Algerine men of war: by his prudence and courage he preserved, however, all the vessels under his care; and obliged the enemy to sheer off, after leaving behind them several of their men, who had boarded the Mary Rose, and who were brought by him into England.

Upon the Duke of Albemarle's taking the command of the fleet in 1666, Captain Kempthorne accompanied him, and was promoted to a flag; and in the succeeding war he served as rear-admiral, and distinguished himself so much by his services that he received the honour of knighthood.

The latter part of his life was spent much to his dissatisfaction, in a post (Commissioner of his majesty's navy at Portsmouth,) which, though it conferred both profit and reputation, he considered as precluding him from the glory and promotion he might have gained, by being employed in active service.

One of Sir John Kempthorne's sons died gloriously in the service of his country in his twenty third year; he commanded the King-fisher, a frigate of forty-six guns, and two hundred and twenty men; with which he engaged seven Algerines, and after several hours hard fighting, during which he was repeatedly boarded by the enemy, whom he constantly beat back again, he succeeded in carrying his ship safe into a Spanish port and immediately afterwards died of his wounds.

Another member of this gallant family, Captain Simon Kempthorne, the elder brother of Sir John, likewise greatly distinguished himself at sea.

Sir John Kempthorne died on the 19th of October 1679, in the fifty-ninth year of his age.

SIR GEORGE AYSCUE.—Sir George Ayscue, or as it is sometimes written Ayscough, was another of the brave officers who graced the eventful period of which we have last spoken. He was the son of William Ayscue, esquire, one of the gentlemen of the privy-chamber to Charles I. and together with his elder brother Edward, received the honour of knighthood from that unfortunate monarch.

At the breaking out of the civil war, Sir Edward and Sir George Ayscue both adhered to the parliament; and the latter was continued in his command in the navy, when a great part of the fleet revolted in 1648, and set Colonel Rainsborough on shore, who was sent to take the command; Sir George Ayscue preserved his ship, the Lion, for the parliament, and brought her into the river Thames. This important service, at so critical a conjuncture, was received with great satisfaction. The next year he was declared admiral in the Irish seas, and directed to relieve Dublin, which, he very successfully performed, as also many other services; for which the parliament honoured him with thanks.

The next measure resolved upon by the usurpers, was to endeavour to reduce the island of Barbadoes, which was then held by Lord Willoughby, for King Charles. Orders were, therefore, sent to Sir George Ayscue to form a squadron, and proceed to Barbadoes; but, before he was in readiness to sail, these orders were countermanded, the parliament having received information that the Dutch were treating with Sir John Greenville, in order to have the isles of Scilly put into their hands; and therefore it was thought necessary to reduce those islands first. Blake and Ayscue were employed in this expedition in the spring of the year 1651, and performed it with honour and success; after which Blake returned to England, and Ayscue prepared for his voyage to Barbadoes.

He arrived there on the 16th of October, 1651, and became quickly sensible of the difficulty of that enterprize. His own force was very inconsiderable in comparison with that of the island; the governor having assembled a body of nearly five thousand men to oppose him.

Sir George, however, was determined to attempt the reduction of the place in defiance of the difficulties that presented, and that he succeeded beyond expectation, appears from the following account given by a contemporary.

"Sir George opened a passage into the harbour, by firing some great shot, and then siezed upon twelve of their ships without opposition; the next day he sent a summons to the Lord Willoughby, to submit to the authority of the parliament of England; but he, not acknowledging any such power, declared his resolution to keep the island for the king's service. But the news of the defeat of the Scots and their king at Worcester, being brought to Sir George Ayscue, together with an intercepted letter from the Lady Willoughby, containing the same account, he summoned him a second time, and accompanied his summons with the lady's letter, to assure him of the truth of that report. But the Lord Willoughby relying upon his numbers, and the fewness of those that were sent to reduce him, being in all but fifteen sail, returned an answer of the like substance with the former. Whereupon Sir George Ayscue sent two hundred men on shore, commanded by Captain Morrice, to attack a quarter of the enemy's that lay by the harbour, which they executed successfully, by taking the fort and about forty prisoners, with four pieces of cannon, which they nailed up, and returned on board again.

"At this time, the Virginia fleet arriving at Barbadoes, it was thought fit to send a third summons to the Lord Willoughby; but finding that neither this, nor the declaration sent to them by the commissioners of parliament to the same purpose, produced any effect, Sir George Ayscue landed seven hundred men from his own and the Virginia fleet, giving the command of them to the same Captain Morrice, who fell upon thirteen hundred of the enemy's foot, and three troops of their horse, and beat them from their works, killing many of their men, and taking about one hundred prisoners, with all their guns. The loss on our side was inconsiderable, few of our's being killed upon the place, and not above thirty wounded. Yet these successes were not sufficient to accomplish the work; there being above five thousand horse and foot in the island, and our Virginia fleet prepared to depart for the want of provisions.

"In this conjuncture, Colonel Muddiford, who commanded a regiment in the island, by the means of a friend that he had in our fleet, made his terms, and declared for the parliament. Many of his friends, following his example, did the like, and, in conjunction with him, encamped under the protection of our fleet. Upon this the most part of the island were inclined to join us; but the Lord Willoughby prevented them, by placing guards on all the avenues to our camp, and designed to charge our men with his body of horse, wherein he was much superior to them, had not a nnon-ball, that was fired at random, beat open the door of a room where e and his council of war were sitting, which, taking off the head of the ntinal who was placed at the door, so alarmed them all, that he changed s design, and retreated to a place two miles distant from the harbour. ur party, consisting of two thousand foot and one hundred horse, advancing towards him, he desired to treat; which being accepted, Colonel Mudford, Colonel Collyton, Mr Searle, and Captain Pack, were appointed mmissioners by Sir George Ayscue; and by the Lord Willoughby, Sir chard Pearce, Mr. Charles Pym, Colonel Ellis, and Major Byam.

"By these it was concluded, that the islands of Nevis, Antigua, and Christopher's should be surrendered to the parliament of England; that Lord Willoughby, Colonel Waldron, and some others, should be restored their estates and that the inhabitants of the said isles should be mained in the quiet enjoyment of what they possessed, on condition to do hing to the prejudice of the commonwealth. This news being brought Virginia, they submitted also, where one Mr. George Ludlow a relation mine, served the parliament in the like manner as Colonel Muddiford l done at Barbadoes."

Sir George Ayscue returned to Plymouth on the 25th of May, 1652, l though his ships were, with so long a voyage, in a manner unfit for vice; yet, when General Blake sailed to the north, he performed eral glorious things; for, in July, he took five Dutch merchantmen, l afterwards attacked a fleet of forty sail, under the convoy of four men war, took seven, burnt three, and forced the rest on the French shore.

the 16th of August, 1652, the Dutch attacked him with a great fleet, he was returning from convoying a rich fleet of East India ships into mouth. Though he was much inferior in strength, he fought notwithnding; and at last, with considerable loss, forced them to retire.

Soon after this last action the parliament took into consideration Sir orge Ayscue's services, which they rewarded with a pension of three ndred pounds a year in Ireland, and three hundred pounds in money; , actuated by a secret distrust towards him, chiefly excited by his great luence over the seamen, they thought fit, on some frivolous pretence, to him aside, and give the command of the fleet to another. Upon this miral Ayscue retired as a private man, to his seat in Surry: which is s curiously described by an historian of the times:

"The house stands environed with ponds, moats, and water, like a p at sea; a fancy the fitter for the master's humour, who was himself great a seaman. There, he said he had cast anchor, and intended to nd the rest of his life in private retirement." Sir George changed his resolution, however, for he was afterwards prevailed upon to quit his retreat, to go over to Sweden, where he was to be admiral.

This scheme, of sending him into the north, was one of the last formed by the Protector, Cromwell, who saw, with great regret, the success of the Dutch in awing his ally, the King of Sweden, by keeping a strong fleet in the Baltic. At last, therefore, he took a resolution of sending a stout squadron, well manned, under the command of Vice-admiral Goodson, who was to act in conjunction with Sir George Ayscue, the latter having accepted of a commission in his Swedish Majesty's service; by which policy, the protector thought he should avoid all disputes with Holland, and yet assist the Swedes as much as they could desire. But this squadron sailing too late in the year, the ice prevented its arrival at Copenhagen: however, admiral Ayscue proceeded to Sweden by land, and was treated with great favour by his Swedish majesty, with whom he continued to the time of that monarch's decease, which happened in the beginning of the year 1660.

He returned home soon after the Restoration, and was received with all the respect that was due to a man of his high rank and merit. When the Dutch war broke out, in 1664, he was appointed rear-admiral of the blue squadron, and behaved with great honour in the battle of the 3d of June, 1665.

In the famous battle on the 1st of June, he did remarkable service, not only against the enemy, but in the preservation of such of the English ships as were disabled by their superior force. Toward the evening of the third day of this contest, a signal was made for the fleet to join; Sir George Ayscue's ship unfortunately ran upon the Gallopper, and there, beaten by the waves, surrounded by his enemies, and unassisted by his friends, he was at last compelled by his own seamen to strike; upon which, the Dutch took them on board, and finding it impossible to bring off the Royal Prince, set her on fire.

This capture of their formidable enemy, Sir George Ayscue, occasioned great exultation to the Hollanders; who on their return carried him from place to place, exhibiting him as it were in triumph to the people, and when this was over, they confined him in the Castle of Louvestein until the following November, when he returned to England, and being graciously received by his majesty, spent the remainder of his days in peace and privacy.

PRINCE RUPERT, Earl of Holdernesse, and Duke of Cumberland.—This gallant officer, under whose command the English fleet fought many

— successful battles, and who, from the earliest period of his life, gave proof of those natural abilities, and unshaken intrepidity, which characterised him to the end of his career, was the third son of the Elector Palatine, or King of Bohemia, by Elizabeth, eldest daughter of King James I. of England, and was consequently nephew to King Charles I.

At the breaking out of the unhappy civil wars in England, the prince, though scarcely of age, came over and tendered his service to his uncle, by whom he was created a peer of England, by the title of Earl of Holdernesse and Duke of Cumberland.

It is impossible for us minutely to follow the prince through the various measures by which he endeavoured to support the king's sinking cause; [illegible] which, though often unsuccessful, and sometimes in themselves erroneous, he still proved himself worthy of the high respect which was paid, even by his enemies, to his integrity of principle, and personal intrepidity.

At the happy period of the Restoration, Prince Rupert was invited to return to England, where several offices, worthy of his high birth and accomplishments, were bestowed upon him by King Charles II. In the year 1666, he was appointed to command, in conjunction with the Duke of Albemarle, the fleet against the Dutch; and, on 3d of June, by his critical appearance and exertions, totally turned the fortune of the day, and ravished from the enemy the victory which they were on the point of gaining. He quickly followed up this advantage, for, on the 24th of the same month, he again defeated the Dutch, drove them into their own harbours, and there effectually blocked them up; and, in the autumn of [illegible] same year, when he held the sole command, he again pursued the Dutch fleet, which was attempting to join their allies, the French, who had prepared a squadron of forty sail, under the Duke of Beaufort, to unite with them. Prince Rupert, however, succeeded in driving the Hollanders into the road of Boulogne, where, to avoid another battle with [illegible] English, they hauled in so near the shore, that in all probability the prince would have been enabled to have burnt or sunk a great part of them, but that a sudden storm obliged him to return to St. Helen's Bay. [illegible] the mean time, Sir Thomas Allen, with his squadron, fell in with part [illegible] the French fleet, whom he likewise drove into port, and forced them to abandon all thoughts of joining their allies.

At the breaking out of the last Dutch war, Prince Rupert was called from his retirement to take the command of the fleet again, on which occasion he shewed the utmost activity in getting out to sea, and the most anxious desire to face the enemy.

In the battle of the 28th of May, 1672, he, as usual, gained the a vantage over the Dutch, which superiority he still more plainly confirm in another engagement, on the 5th of June; but the fleet under h command being wretchedly destitute of all necessaries, and what i worse, very indifferently manned, of which he had, in vain, repeated complained to the ministry, with whom he was upon very ill terms, t prince resolved to return home, that the king might be brought himsel to look into the state of his navy. This measure at once proved his spi and plain frank manner of acting; and he soon after gave an equ striking proof of his nautical knowledge and judgment, by carrying l whole fleet through the Narrow, on the 19th of July, and appear again on the Dutch coast before they could have gained any cert intelligence of his having been away from them.

On the 11th of August, he fought the last and decisive battle with Dutch, (which brought about the peace) and afterwards passed the mainder of his life in retirement, at Windsor Castle, of which he governor. It would be injustice to omit that this great man rendered name famous in peace as well as in war, by his attainments in philosop chemistry, and the mechanical arts, to which he devoted a great of his time.

His skill in painting has been highly eulogized by some authors, we are indebted to him for the invention of Mezzo-tinto prints. He also the inventor of the composition which still retains the name of Pri metal; and to the Royal Society, of which he was a member, he comm cated many useful and ingenious discoveries, among which may be merated, an improvement in gunpowder, which encreased its force, comparison to ordinary powder, in the proportion of ten to one An eng for raising water. An instrument to cast any platform into perspecti A gun which would discharge several bullets with speed and safety. these may be added a certain method of blowing up rocks in mines other subterraneous places. An invention for making nail-shot of sizes, and several others.

Prince Rupert died in an advanced age, on the 28th of November, 16 leaving behind him only two natural children; a son, usually c Dudley Rupert, who was killed at the siege of Buda, (1686) in twentieth year of his age; and a daughter, the lady Ruperta, who married to General Howe.

SIR EDWARD SPRAGGE.—No memorial has been preserved of origin of this great and gallant man, nor the circumstances of his entrance into the profession of which he afterwards proved so great an ornament; nor does it appear that, with all the services he rendered his country, or the still superior claim of having died gloriously in its defence, he was honoured with a tomb by his countrymen, though his remains were thought worthy of a place in Westminster Abbey.

The first notice that occurs of Sir Edward Spragge, is after the Restoration, when he commanded a ship on the 3d of June, 1665, and received the honour of knighthood. He was likewise in the four days battle in June, 1666; and in the succeeding battle, which was fought on the 24th of July, he carried a flag under Sir Jeremiah Smith, admiral of the blue squadron; who engaged Van Tromp, and contributed greatly to the glory of that day.

In the unfortunate affair at Chatham, he was employed, by the Duke of Albemarle, to maintain the fort of Sheerness, attacked by the enemy on the 10th of June, 1667: and though it was unfinished, his garrison very small, and the place in no state of resistance; yet he continued to defend himself, till it would have been an act of rashness to expose his men any longer, he then set himself to collect as great a force as he could by sea. This amounted to no more than five frigates, seventeen fire-ships, and some tenders; yet when the Dutch admiral, Van Ness, came up the river again, after their attempt upon Harwich, Sir Edward Spragge engaged him about the Hope. The fight was very unequal; but Sir Edward, by dexterously towing his fire-ships, burnt eleven or twelve of their ships, with only six of his own; until the wind stiffening, he was obliged to shelter himself, from the enemy's unequal force, under the cannon of Tilbury-fort.

The next day, he attacked the Dutch again; and, by the happy management of his fire-ships, put them into such confusion, that they were forced to retire, and to burn their last fire ship themselves to prevent her being taken. On the 25th, they continued their retreat; but Sir Edward followed them to the river's mouth, where they met another squadron of fire-ships from Harwich, which put them into such confusion, that above a hundred men in the Vice-admiral of Zealand, and another large man of war, jumped overboard, and were drowned. This was the last action, on our side, in that war.

In the year 1671, Sir Edward Spragge was chosen to command a squadron intended to chastise the insolence of the Algerine corsairs, whose depredations on their vessels had occasioned loud complaints from the merchants; and accordingly he sailed in the spring with five frigates, and three fire-ships; and, being joined by others, his fleet consisted altogether of about twelve sail. In the latter end of the month of April, he had intelligence that there were several Algerine men of war in Bugia bay; on which, it was resovled, immediately to attack them. In pursuance of this resolution, he sailed thither; but, in his passage, had the misfortune to have the Eagle fire-ship disabled by a storm; and one of his other ships springing her main-mast, was obliged to bear away from the Spanish shore. Sir Edward, however, refitted the Eagle; and bore into the bay of Bugia with a brisk gale, but by the time they got within half-shot of the castle and forts, it fell a dead calm; and when the wind rose again, it proved contrary.

On the 2nd of May, they were able to do nothing, for the same reason, upon which, Sir Edward resolved to make an attempt upon them in the night with his boats, and the smallest of his fire ships. About twelve o'clock that night, he sent in all his boats, and the Eagle fire-ship, under the command of Lieutenant Nugent; but the night proving very dark, the lieutenant leaving one of the boats with the fire ships, besides her own, rowed in, to discover the enemy, he had not however left them a minute before he perceived himself within pistol-shot of the ships; and immediately steered off again to find the fire ship, but to his amazement beheld her in flames.

The enemy taking the alarm at this, the lieutenant was forced to row off with his boats; and so this promising advantage vanished. The next day, the enemy unrigged all their ships, and made a strong boom with their yards, top-masts, and cables, buoyed up with casks, the wind hindering the English from doing any thing to prevent them; and by another unlucky mischance, a drunken gunner's firing a pistol, the other small fire ship was destroyed; so that the admiral had now none left but the Little Victory, which drew too much water to enter that part of the bay where the Algerines lay.

On Monday the 8th of May, 1671, a considerable body of horse and foot appeared in the neighbourhood of the bay, which were soon after discovered to be an escort to a very large convoy of ammunition sent from Algiers to the ships; on which Sir Edward Spragge not knowing what future reinforcements they might receive, resolved to make his utmost effort; and, therefore directed the Victory to be lightened, so that she might not draw above eight feet water.

But about two a gale sprang up, and the ships bore into the bay, as they were directed. The admiral came to an anchor in four fathom water close [illegible] castle walls, which kept up a constant fire upon him for two [illegible] mean time he sent in his own pinnace, and those of the Mary and the Dragon; to cut the boom, which they effected, though not without considerable loss. Lieutenant Pin, who commanded the Mary's boat's crew, had eight wounded with himself; Lieutenant Pierce of the Dragon was also wounded, with ten of his men, and one killed. In the admiral's pinnace there were seven killed, and all the rest wounded, except Mr. Harman, who commanded it.[*]

The fire ship then went in, and getting up athwart their boltsprits, their ships being a-ground, and fast to the castles, she burnt so well as to destroy them all. Captain Harris, who commanded her, his master's-mate, gunner, and one of his seamen, were desperately wounded with small shot, at their entrance; and the whole design would have probably failed, if the admiral had not prudently commissioned Henry Williams, then one of his master's mates, but who had formerly commanded the Rose fire ship, to take the charge of the vessel, in case the other was disabled; which he did accordingly, to the admiral's entire satisfaction.

Indeed Sir Edward in his account of the exploit, declared that he had never seen a bolder attempt, or one better executed, both by officers and seamen, and what rendered the victory more extraordinary, was, the comparatively trifling loss with which it was attended; the English losing only seventeen men killed, and having forty-one wounded; while the mischief done to the Algerines was tremendous. They had picked out the seven men of war that were here burnt, on purpose to fight Sir Edward Spragge; had furnished them with their best brass ordnance from their other vessels, with between eighteen and nineteen hundred chosen men double officered, under the command of Terkey, an old admiral, of whom between three and four hundred were killed; the castle and town terribly shattered; and a vast number of people in them killed and wounded; and, to increase their misfortunes, all their surgeons' chests were burnt on board their ships, so that numbers died for want of having their wounds dressed. Besides the men of war, of which the following is a list, there were burnt a Genoese ship, a small English prize and a settee.

LIST OF THE ALGERINE SHIPS BURNT IN BOUJEIAH, OR BUGIA BAY, MAY 8, 1671.

SHIPS NAMES.	COMMANDERS.	GUNS.
White Horse	Tabark Rays	34
Orange Tree	Courhaly	34
Three Cyprus Trees	Caram Hammet	34

SHIPS NAMES.	COMMANDERS.	GUNS.
Three Half Moons	Brayham Tagrin	26
Pearl	Brayham Turco	26
Golden Crown	Halua Tagrin	24
Half Moon	Hammett	24

Having thus fully achieved the purpose for which he was sent out, Sir Edward Spragge retired into the harbour of Port-Mahon, of which the Spaniards allowed him full use and liberty, as champion of the Christian cause, and refitted his fleet before he returned to England, which was in the beginning of the year 1672. The Dutch war was then meditated by our court, but had not as yet broken out; and Sir Robert Holmes was employed to begin it, by attacking the Smyrna fleet, which was then expected home. On the 12th of January, Sir Edward Spragge met with Sir Robert Holmes's squadron near the Isle of Wight; and, unsuspicious of his intent, very frankly told him, that he had sailed several days with the Dutch Smyrna fleet, and that in a day or two they might certainly be expected.

Sir Robert Holmes was very well pleased with this news, but gave not the least intimation of his having any orders to attack them; though, if he had informed Sir Edward, and required his assistance, he could not possibly have failed taking or destroying that whole fleet; which was supposed to be worth a million and a half sterling, and on which money the king depended for a supply toward carrying on the war. But Sir Robert remained silent, averse from sharing any part of the reputation that might be acquired by this action, in which, however, he had no success: and, as this blasted his reputation with the world, so it produced a quarrel between him and Sir Edward Spragge, which could never afterwards be reconciled.

When his royal highness the Duke of York had resolved to take upon himself the command once again of the English navy, Sir Edward Spragge was chiefly depended upon for assembling the fleet, and preparing all things for the reception of his royal highness, who joined him soon after, together with the Earl of Sandwich, and other persons of distinction. He was likewise present in Solbay fight, the 28th of May, and distinguished himself therein by sinking a Dutch ship of sixty guns; and he returned with great reputation after the campaign was over. This, however, did not prevent our admiral's doing his duty very gallantly on the 28th of May, 1673; when he fought Van Tromp seven hours, forced him to go from the Golden Lion into the Prince on Horseback, and thence into the Amsterdam; from that into the Comet, where he had certainly been either-killed or taken, if he had not been relieved by de Ruyter. Sir Edward also twice changed his ship.

Prince Rupert, notwithstanding the quarrel between him and Sir Edward, made very honourable mention of him in his despatches, of which the following is an extract: "Sir Edward Spragge," says his highness, "did on his side maintain the fight with so much courage and resolution, that their whole body gave way to such a degree, that had it not been for fear of the shoals, we had driven them into their harbours, and the king would have had a better account of them."

In the battle of the 4th of June, Sir Edward behaved with great resolution, forced Van Tromp, with whom he was again to contend, twice to change his ship; and would inevitably have either taken or destroyed him, if he had not been relieved by the admiral.

In the third battle, which happened on the 11th of August, Sir Edward Spragge, with the blue squadron was in the rear; where it is said, that notwithstanding he had promised Prince Rupert not to part from his side, yet, being provoked by Van Tromp, he laid his fore top-sail to the mast to stay for him; and continued fighting for many hours at a distance from the body of the fleet. Sir Edward was at first on board the Royal Prince, and Van Tromp in the Golden Lion; but, after a dispute of about three hours, Sir Edward's ship was so disabled, that he was forced to go on board the St. George, as Van Tromp, for the same reason, did on board the Comet. The fight between them then began again with greater fury than before: at last the St. George was so shattered, that Sir Edward thought fit to leave her, and to endeavour to go on board the Royal Charles; but, before his boat had rowed ten times its own length from the St. George, it was pierced by a cannon-shot; upon which the crew strove hard to get back again; but before that could be effected, Sir Edward was drowned, his hands taking so strong hold on the side of the boat, that when it came to float, he was found with his head and shoulders above water.

Thus prematurely, yet gloriously, perished Sir Edw. Spragge, one of the bravest men, and best commanders, that ever fought at sea; and who, by his death, redeemed the promise he is said to have made to the king, when he took leave of him, that he would either bring Van Tromp to England alive or dead, or lose his own life in the attempt.

The Dutch historians are remarkably liberal of their praises towards this valiant officer; and our own writers abound in testimonies of his bravery and excellent character. Bishop Parker, in his history of his own times, says, "Sir Edward Spragge was a person, the love and delight of all men,

SHIPS NAMES.	COMMANDERS.
Three Half Moons .	Brayham Tagrin,
Pearl	Brayham Tuey
Golden Crown . .	Hakna Tagri
Half Moon . . .	Hammett

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as well for his noble courage as the gentle sweetness of his temper:" and, from the same work, we extract the following account of his death:—

"There was a remarkable fight between Spragge and Tromp; for these having mutually agreed to attack each other, not out of hatred but a thirst of glory, they engaged with all the rage, or, as it were, with all the sport of war. They came so close to one another, that, like an army of foot, they fought at once with their guns and swords. Almost at every turn, both their ships, though not sunk, were yet bored through, their cannon being discharged within common gun-shot: neither did our ball fall in vain into the sea, but each ship pierced the other, as if they had fought with spears. But at length, three or four ships being shattered, as Spragge was passing in a long boat from one ship to another, the boat was overturned by a chance shot, and that great man, not being skilled in swimming, was drowned, to the great grief of his generous enemy, who, after the death of Spragge, could hardly hope to find an enemy equal to himself. But thus it happened, that when that brave man had overcome so many dangers, his country being now victorious and safe, no honour remained for him to receive, but the reward of a glorious death.

RICHARD LEAKE, Master-gunner of England.—Of the origin of this brave and extraordinary man, nothing certain is known; but it appears that his father, as well as himself, was devoted to a sea-faring life; and, at the commencement of the civil wars, was a violent partizan of the parliament. Our hero, Richard Leake, through the interest of his father with the republican party, received a commission in the navy; but, entertaining opinions and principles diametrically opposite to the side on which filial obedience alone had engaged him, he resolved, upon the first opportunity, to desert a cause which he felt to be unjust and hostile to the true interests of his country.

Having matured his design, he persuaded several of the seamen on board his ship to accompany him; and, having seized one of the boats in a dark night, they made off from the ship, in spite of the strict watch kept by his father, who was on board the same ship, and had long, with rage and grief, suspected the alienation of his son's mind from the revolutionary cause, and his intention to join the royal party.

The boat had not long got off from the side of the vessel, before the father was informed of his son's flight; and, in a transport of rage, he instantly resolved to sacrifice all ties of natural affection, to what he considered to be his duty, both as a naval officer and a republican; he therefore ordered several guns to be fired after the boat, for the purpose of sinking her; but fortunately the darkness of the night prevented their being aimed with effect, and Richard Leake and his companions got safe on shore, when he immediately entered into the king's service.

When the royal cause became desperate in England, and could no longer be benefited by the exertions of even its most zealous partizans, Mr. Leake retired into Holland, where he entered into the Dutch artillery, and soon distinguished himself for a more philosophical knowledge of his profession, than those of a much higher rank, and longer standing, than himself possessed.

Previous to the Restoration, however, he returned to England, where he married; and, soon after, entered the merchant service, and made two voyages up the Mediterranean, during which time his two eldest sons, Henry and John, were born.

At the return of King Charles to his throne, the loyalty and sufferings of Mr. Leake were rewarded, by his being appointed Master-gunner of the Princess, a frigate of fifty guns; and had soon several opportunities of displaying, both his abilities in his particular line, and his excessive personal bravery. In the first Dutch war he was in two desperate engagements; one against fifteen sail of Rotterdam men of war; and, in the year 1667, against two Danish vessels in the Baltic. In both these battles, all the principal officers of the Princess were either killed, or so desperately wounded as to be unable to continue in their stations; the command therefore, devolved upon Mr. Leak, as gunner of the ship; and in both these cases, his conduct was such as to excite the warmest approbation from the Duke of York, who was then Lord-high-admiral, as well as from all who witnessed his conduct.

As a reward for these services, Mr. Leake was appointed one of his majesty's gunners in the Tower of London; the warrant for this appointment expressly stating, that it was granted "in consideration of his good and faithful service to his majesty, during the war with the French, Danes, and Dutch, both by sea and land."

Mr. Leake soon quitted this place for more active service, being, in 1669, appointed gunner of the Royal Prince, a first-rate man of war, on board which his two sons, Henry and John, also served.

This was the vessel which carried the flag of the brave Sir Edward Spragge, at the commencement of the famous battle with Van Tromp, in 1673, the particulars of which we have already recorded, in the life of that gallant admiral.

Sir Edward did not quit the Royal Prince till all her masts were shot away; nearly four hundred of her crew either killed or totally disabled most of her upper tier of guns dismounted; and, in short, the vessel a completely unmanagable wreck. In this situation a large Dutch man of war, with two fire-ships, bore down upon her; and the Captain-lieutenant, Mr. (afterwards Sir George) Rooke, seeing no possibility of escape, to prevent any farther effusion of blood among his brave crew, gave orders to strike the English colours.

Reckless of danger, and even at the risk of being tried for disobedience and contumely, Mr. Leake instantly exclaimed; "The Royal Prince shall never be given up to the enemy while I am alive to defend her!" and then, desiring the captain-lieutenant to go off the quarter-deck, he assumed the command of the ship himself; and, calling to his two sons, of whom Henry was his first mate, he declared to them his resolution, of not yielding up the ship with his life. Animated and directed by these three brave men, the surviving crew resumed their exertions with vigour and alacrity; and ultimately succeeded, not only in saving the Royal Prince, but absolutely forced the Dutch man of war to sheer off, and sank both the fire-ships. This glorious victory, however, was purchased dearly to Mr. Leake, by the loss of his brave son Henry, who fell near his father, while anxiously emulating his great example.

Mr. Leake had the satisfaction of bringing the Royal Prince safe into Chatham, to the astonishment of all who beheld her, half burnt, and reduced to a mere wreck; and with her diminished and exhausted crew, who bore enthusiastic testimony to the skill and bravery of the man who had rescued them from the enemy.

Such bravery and success did not, of course, remain unrewarded; and, accordingly, we find that Mr. Leake was appointed Master-gunner of England, and soon after Store keeper of the Ordnance at Woolwich. By these appointments he had full scope for the exercise of his genius; and, as his was not a mind that could remain long idle, he soon produced proof of his abilities, and his still predominating desire to serve his country against her enemies.

It would be going beyond our limits to notice all Mr. Leake's inventions or improvements; we shall therefore only say that he was distinguished, not more for his mechanical genius, than by his profound knowledge in those branches of natural philosophy which relate to the art of gunnery, and which, in trials of skill with both French and Dutch gunners and engineers, who frequently engaged with him in the presence of King Charles II. and the Duke of York, enabled him always to baffle his competitors.

In these pursuits, as well as in the construction of fire-works intended for display and entertainment only, and in which branch of pyrotechny he was eminently successful, Mr. Leake passed the last years of his useful and honourable life. He died at Woolwich, in the sixty-eighth year of his age, and was buried there.

Of his children, only his second son, John, and his daughter Elizabeth, survived him. The glorious death of his eldest son, Henry, we have already noticed; and, it appears, his third son, Edward, was unfortunately killed at Woolwich, by the explosion of some shells which he was preparing for an invention of his father's, called a cushee piece, the construction of which was considered very ingenious, but too desperate and destructive to be brought into general service.

His son John, afterwards Sir John Leake, proved a worthy heir of such a father; but, as his services were chiefly confined to the succeeding reign of King James, we shall defer a more particular notice of them until after the conclusion of that period of our history.

SIR WILLIAM BERKLEY.—Sir William Berkley was descended in a direct line from Robert Fitzharding, the son of one of the nobles who came over with William the Conqueror, and to whom Henry II. granted the castle of Berkley, in Gloucestershire, with the title and honours appertaining thereto. The family of Berkley had always been noted for its loyalty, and had suffered greatly in the royal cause; it may therefore be naturally supposed, that the rise of Sir William in the sea service, to which it appears he very early devoted himself, was not either slow or difficult. In the year 1661, he was appointed lieutenant of the Swiftsure, from whence he was removed to the Assistance; and, after several other changes, was finally appointed captain of his old vessel, the Swiftsure; and when he was only twenty-six years old, raised to the dignity of rear-admiral of the red squadron, under the command of the Duke of York.

In the first naval engagement between the Dutch and our fleet, Sir William so greatly distinguished himself by his skill and bravery, that, on the return of the English fleet into port, he was promoted to the rank of vice-admiral of the white, under Sir William Penn.

The French now declared war against England, and it became indisputably the policy of the latter, to prevent the junction of the French fleet with that of the States-general, there being but too much reason to apprehend that our navy was not sufficiently powerful to cope with the united force of two such maritime powers as France and Holland.

The Dutch fleet, under the command of de Ruyter and Van Tromp, to the number of seventy-six sail, were already at sea; and the French, composed of about forty sail, were immediately, on the commencement of hostilities, ordered to sail from Toulon to join them. The whole force of the English fleet, under the command of the Duke of Albemarle and Prince Rupert, did not exceed seventy-four sail: of these, Sir William Berkley, who had been recently appointed vice-admiral of the blue, was ordered to lead the van. The English first fell in with the Dutch fleet; but, unfortunately, instead of attacking them with their whole force, the Duke of Albemarle, naturally of a sanguine disposition, and elated with the frequent victories he had gained, conceived a less force sufficient; and therefore despatched Prince Rupert, with twenty ships, to attack the French, while he himself gave battle to the Hollanders.

The particulars of this hard-fought and long-protracted engagement we have before detailed, and shall, therefore, now confine ourselves to the conduct and fate of the subject of our memoir, Sir William Berkley.

Towards the conclusion of the first day's action, the Swiftsure was, with two other English ships, cut off from the line, and surrounded by the enemy; yet this gallant officer still continued the conflict with the most heroic and determined bravery. His valiant crew fell in heaps around him; his vessel became a complete wreck; and the enemy poured in upon him from all quarters. The most desperate contest took place on the deck of the Swiftsure, and Sir William found himself left almost alone; yet still he continued to fight, killing several of the enemy, as they mounted the sides of the vessel, with his own hand, and proudly rejecting their offers of quarter. Though surrounded with the dead and the dying, he had hitherto almost miraculously escaped unhurt, but was at last wounded in the throat by a musket-ball; and, conscious that it was mortal, he retired into his bed cabin, where "he was found dead, extended on a table, and almost covered with his own blood."

Thus, in the prime of his days, fell the gallant Sir William Berkley, whose resolute skill and bravery inspired awe and respect, even in the bosom of his enemies.

The Dutch embalmed his body, by the express orders of their government; deposited it in the great church at La Hague; and sent a messenger to England, to enquire of King Charles the method in which it was his wish the corpse should be finally disposed of, at the same time intimating the highest respect for the volour of the brave man whose remains they honoured with this particular attention.

CHAP. XII.

Naval History of Great Britain, during the reign of King James II.

It has been truly observed by an able and impartial historian, that "Few princes have struggled with greater difficulties before they ascended their thrones, than King James II.; or few ever sustained a greater load of trouble afterwards."

His bigotry to the Popish religion, blinded him to the consequences of an injudicious alliance with Louis XIV. of France, and totally lost him the affections of his people; while the treachery of some of his ministers, and the bad management of others, rendered his affairs desperate, and eventually deprived him of his crown and his kingdom.

Yet, erroneous as was his conduct in general, the particular care and regard which he ever testified for the advancement of the naval glory and interest of Britain, deserves to be recorded with gratitude. As the Duke of York, he had, during the reign of his brother, long exercised the office of Lord-high-admiral; and was perfectly acquainted with the disorders which had crept into the whole economy of the fleet, in the six years immediately preceding his accession. As soon, therefore, as he was seated on the throne, in the year 1685, he resolved upon a total reformation of the abuses and negligence which had crept into the administration of naval affairs; and, with this view, he consulted Mr. Pepys, and some other considerable persons, on whose abilities and integrity he could depend; and, by their advice, he first assigned a stated fund of four hundred thousand pounds a year, payable quarterly out of the treasury, for the service of the navy; and then issued a special commission for settling the management thereof into such a method, as might need few or no alterations in succeeding times. As the then commissioners of the navy were men of fair character, though they had been so unlucky in the management of their office; the king would not remove them, but caused their names to be inserted in this commission, with the addition of a few old servants, though new commissioners, on whose skill and vigilance he depended. The old commissioners were, the Lord Viscount Falkland, Sir John Tippets, Sir Richard Haddock, Sir Phineas Pett, Sir John Narborough, Mr. Southerne, Sir Richard Beach, Sir John Godwin; the new ones, Sir Anthony Dean, Sir John Berry, Mr. Hewer, and Mr. St. Michael.

The commissioners, therefore, vested with full powers, lost no time, but took such measures for the immediate remedy of the mischiefs they discovered, that the old ships were perfectly repaired; the new ones, where they wanted it, amended; the yards supplied with the ablest workmen; all the store-houses filled with whatever was requisite, and in all respects, the best in their kind; and the whole economy of the navy reduced into so clear a method, that it was impossible any officer could be ignorant of his duty, the public service suffer in any of its various branches, or any fraud be effected, without an immediate discovery.

That all this might more fully and indisputably appear, the commissioners persuaded his majesty to visit, in person, the docks, yards, store-houses, &c. which, from his perfect acquaintance with naval affairs, made it impossible he should be deceived; and then, having demonstrated the justice of their conduct, they laid down their posts, their commission being superseded with a just approbation of their performance of it, by letters patent under the great seal, October 12, 1688. Thus, in little more than two years time, this great reform was made; and an immense saving made to the public; and this for the inconsiderable expense of six thousand pounds made to the new commissioners.

The king at the same time issued new instructions to the officers commanding his ships of war; which were extremely well calculated for promoting the public service, securing discipline, and preserving proper memorials of every man's particular merit; by obliging all captains, and superior officers, to deposit a perfect copy of their journals with the secretary of the admiralty. In consequence of this unwearied attention, the British fleet was in very good order when King James had the first notice of the Prince of Orange's design; but all these excellent precautions were defeated by the strange management of maritime affairs from that time. A squadron of ships was indeed immediately ordered to sea, under the command of Sir Roger Strickland, then rear-admiral of England; who was very obnoxious to the seamen, on account of his bringing priests on board the fleet. So hateful, indeed, was this measure, that on the first celebration of mass on board the fleet, it occasioned such an uproar and mutiny, that it was with difficulty the sailors were prevented by their officers from throwing the priests overboard.

The squadron was at this time but very indifferently manned; and Sir Roger's representations on that head were but slowly attended to. His instructions, also, were to remain in the Downs; but being convinced that this was a very improper station for the service he was expected to perform, he certified as much to the court; and offered his opinion, that it would be better for the fleet to remain at the buoy of the gun fleet, near Harwich. The king on this consulted with Lord Dartmouth, Sir John Berry, Capt. John Clements, three elder brothers of the Trinity-house at Deptford, and

Mr. Pepys; and in consequence of their joint advice, sent the admiral orders to sail out of the Downs with the first easterly wind, and place himself between the north Sand-head and the Kentish Knock; there to continue under sail in the day-time, and at an anchor in the night, in order to observe the Dutch fleet, and to gain the best intelligence of them he could; and, on the nearer approach of danger, Lord Dartmouth was ordered to sea with such a reinforcement as made the whole fleet under his command consist of forty men of war, of which thirty-eight were of the line of battle, and eighteen fire-ships. This fleet being ready to sail, a council of war was called, wherein Sir William Jennings, who commanded a third-rate, proposed to stand over to the Dutch coasts, as the shortest and surest way to prevent an invasion. This proposition, however, was rejected by a great majority, and so it was resolved to continue where they were, at the gun fleet, near Harwich.

In the mean time the Prince of Orange was preparing in Holland, a fleet sufficient to enable him to land in safety in England; where arrangements were already making to receive him as the heir of the protestant line. This fleet consisted of about fifty sail, most of them fourth-rates; five hundred transports, and twenty-five fire-ships. The command was given to Admiral Herbert, who had not long before commanded the English fleet, and who addressed a letter to his countrymen, to induce them to follow his example, and come over to the prince's service; and though the desertions in consequence of this epistle were not very considerable, yet it produced considerable effects on the minds of both the officers and sailors, who were well inclined to the Protestant cause, and therefore felt little inclination to fight against it.

On the 19th of October, 1688, the Prince of Orange, attended by a number of English noblemen and gentlemen, besides several great officers of the State-general, Marshal Schomberg, and many distinguished French protestant refugees went on board, and the whole fleet sailed that night; but the next day, the wind settling in the north-west, it was found impossible to struggle with it, and therefore on the 21st the fleet returned, after having encountered a severe storm. On the 1st of November, the fleet sailed again. The prince intended to have landed his forces in the mouth of the Humber; but a strong east wind rendered this impracticable, and his highness then sailed westward; the same wind which brought him to the English coast keeping in the king's ships. There, in a foggy day, they passed the English navy undiscovered; while the latter rode with their yards and top-masts down, and could not, by reason of the extraordinary violence of the wind, purchase their anchors

On the 4th of November, at noon, it was resolved on board the Dutch fleet, that part of the ships should go into Dartmouth, and the rest into Torbay; but in the night, the pilots overshot both, and then it was determined to go into Plymouth; but the wind suddenly turning from east to south, brought them safe into Torbay, where the army was immediately landed.

As soon as the wind would permit, the earl of Dartmouth, a gallant, loyal, and active officer, weighed with the English fleet, and stood to sea with a resolution to follow and fight the Dutch.

But it was soon evident that the great majority of the seamen and officers were not inclined to fight in such a cause; and Lord Dartmouth seeing how little it was in his power to serve his master, King James, wisely yielded to necessity, and sailed again into the Downs, where, calling a council of war, it was resolved to dismiss all officers who were known to be papists, and to send up an address to his highness, the Prince of Orange, setting forth their steady affection to the protestant religion, and their sincere regard for the freedom and honor of their country.

Soon after this, the fleet was dispersed, some of the ships being laid up and others despatched on different services, and thus did that navy on which King James bestowed so much care and diligence, from his own errors and misconduct, desert his cause without striking a single blow.

It ought, however, to be remembered that though this fleet proved useless to him, yet the perfection to which his attention had raised it, was afterwards of the greatest advantage to the English nation, since it enabled us successfully to cope with the naval power of France, which had been for years rapidly increasing, and was at its zenith at this period. Of the comparative force of the two countries, the following list will give a clear conception:

FRENCH NAVY, 1681.

Rates.	Number.	Guns.	Mar. Officers.	Sailors.	Soldiers.
I.	12	1080	1232	4132	2486
II.	21	1518	1719	4470	2661
III.	36	1928	2350	6142	3008
IV.	26	1088	1167	2713	1570
V.	20	608	119	681	2790
Totals	115	6222	7149	18,884	10,407

	Number.	Guns.	Mar. Officers.	Sailors.	Soldiers.
Small frigates	24	400	446	937	497
Fire ships	8	74	80	160	....
Barks	10	43	90	190	....
Pinks	22	341	190	447	....
Totals	179	7080	7955	20,618	10,904

ENGLISH NAVY, 1688.

Ships and Vessels. Rates.	Number.	Force. Men.	Guns.
I	9	6705	878
II	11	7010	974
III	39	16,545	2640
IV	41	9480	1908
V	2	260	60
VI	6	420	90
Bombers	3	120	34
Fire-ships	26	905	218
Hoys	6	22	00
Hulks	8	50	00
Ketches	3	115	24
Smacks	5	18	00
Yachts	14	353	104
Total	173	42,003	6930

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CHAP. XIII.

Naval History of Great Britain, during the reign of King William III., *and Queen Mary, until the death of the Queen.*

On the accession of the Prince of Orange to the crown of England, he found himself not only embarrassed by the perplexed state of affairs at home, but obliged to embark in a war which the ambition of Louis XIV. rendered inevitable. The encroachments of this prince had roused even the least active powers to combine against him; but far from being deterred by the formidable alliance of all Europe against him, the French monarch began first by declaring war against Spain, at the same time that he commenced hostilities with England, by sending over the abdicated monarch, King James, with a considerable army, and escorted by a fleet of thirty sail of men of war, and seven frigates. On the 12th of March, 1689, James landed at Kingsale, from whence he proceeded to Cork. On the 14th of the same month, M. de Lauzun landed with five thousand French auxiliaries; and King James sent over General M'Carthy, and as many Irish, to France.

The disadvantages under which King William had commenced his reign, prevented him, for some time, being able to send out a force sufficient to oppose this landing; but at length Admiral Herbert, who commanded the English fleet, in the beginning of the month of April, sailed for Cork, with a squadron which consisted of no more than twelve ships of war, one fire-ship, two yachts, and two smacks. Here he received information, that King James had landed at Kingsale, and he then determined to attempt cutting off the convoy that had attended him from France: with this view he sailed for Brest, and cruized off that port for some time; but hearing nothing of the French men of war, and having increased his force to nineteen sail, including a small frigate, he again steered for the Irish coast; and, on the 29th of the same month, discovered a fleet of forty-four sail, which he judged were going to Kingsale. The next day, he heard that the enemy were gone into Baltimore; but, upon coming thither, he found that information false; and the wind being then easterly, he stood for Cape Clear: the same evening, he saw them standing into Bantry Bay. He lay off that place till morning, and about break of day resolved to attack the enemy.

The English fleet at this time consisted of eight third rates, ten fourth and two fifth, with two tenders, in all twenty-two vessels. The French had fifteen third, and nine fourth rates, making twenty-four men of war, exclusive of the vessels under their convoy. As soon as they discovered the English fleet, they despatched their merchant vessels, laden with arms, ammunition, &c., for the use of King James' army, to land their supplies at a place in the bay, seven leagues distant; while they engaged the English squadron, bearing down upon them in three divisions about ten in the morning on the 1st of May.

The fight was pretty warm for about two hours, but then slackened; because a great part of the English fleet could not come up; but they continued firing on both sides till about five in the afternoon; Admiral Herbert keeping out all the time to sea, because there was no other way by which he could gain the wind, and thus have an o-portunity to bring his whole fleet to engage. But, about the hour before mentioned, the French fleet stood into the bay, which put an end to the fight.

This conduct in the French admiral, has been, by some of our writers, ascribed to want of courage; but, as he certainly had the advantage of us when he retired, this does not appear a fair inference: the fact, indeed, seems to have been as was alledged by their own historians at the time, that the admiral was induced to retire, partly to take care of the ships under his convoy, which had not yet finished disembarking the supplies they had brought, and partly because he was unable to follow up the advantage he had gained for want of the fire ships, which he had sent to convoy part of the stores.

Thus ended the battle in Bantry Bay, which, though it has been magnified into an engagement of great consequence, appears to have been, in reality, a very inconsiderable affair; since the English, who had certainly the worst of it, lost only one captain, one lieutenant, and ninety-four men, and had not more than three hundred wounded. The French had one ship called the Diamond set on fire, and two others so much damaged, as to be obliged to draw out of the line; and any advantage that was gained was rather to be ascribed to a favourable wind, and superior force on one side, than to want either of courage or conduct on the other.

After the action Admiral Herbert bore away for the Scilly islands, and having cruized there for some time, returned to Spithead; upon which occasion, King William went down in person to Portsmouth; where, he declared Admiral Herbert earl of Torrington; and knighted Captain John Ashby, of the Defiance, and Captain Cloudesley Shovel of the Edgar; giving at the same time a bounty of ten shillings to each seaman, and making a provision for Mrs. Ailmer, reliet of Captain Ailmer, and for the rest of the widows of such as had been killed in the action.

The fleet being refitted, the admiral sailed with it for Torbay, in the middle of June, where he was joined by a Dutch fleet, and by Vice-admiral Killigrew's squadron, which had been cruizing before Dunkirk. This combined fleet stood over to the coast of France, and continued cruizing there, and in the soundings, till towards the latter end of August; when there being not the least appearance of the French putting to sea, they returned to Torbay, where soon after the fleet seperated; the larger ships which wanted repair being ordered into port; and the rest distributed into several squadrons for different services.

During this period, Commodore Rooke had been despatched with another squadron to the coast of Ireland; and, on the 8th of June, he sailed in with the Bonaventure, Swallow, Dartmouth, and a fleet of transport-ships, under the command of Major-general Kirk, who was come with this force to relieve Londonderry. The enemy, to intercept them, had laid a boom across the river, composed of chains and cables, and floated with timber, and having strong redoubts at each end, well provided with cannon. Upon a view of this, General Kirk resolved to take possession of the Inch, an island in Lough Swilly, in which with the assistance of the commodore, he succeeded; and having performed this service, Commodore Rooke returned to his station.

On the 22d of the same month, the latter received a letter from Major-general Kirk, in which he informed him that he (the general) had learned that Londonderry was reduced to the last extremity, the famished garrison having sustained a hundred and five days close siege, and being reduced in numbers, from seven thousand five hundred, to four thousand three hundred; while such was the distress for provisions, that the besieged had actually killed and eaten their dogs, after having first fattened the animals on the bodies of their fallen enemies. The general, therefore, was determined, at all risks, to attempt the relief of the place; and Commodore Rooke immediately sailed to his assistance, with two ships, the Deptford and Dartmouth, leaving the Bonaventure and Portland on his station.

The Dartmouth, Captain, afterwards Sir John Leake, was sent up to Kilmore, to receive Major-general Kirk's orders, who, on the 30th of July, sent the Mountjoy of Derry, Captain Browning, and the Phœnix of Colrain, Captain Douglas, both deeply laden with provisions, under the convoy of the Dartmouth frigate, to attempt breaking the boom. The Irish army made a prodigious fire upon these ships as they passed, which was very briskly returned, till the Mountjoy struck against the boom, and broke it, but was by the rebound run ashore; upon which the Irish gave a loud huzza, and with their boats attempted to board her. But the sailors firing a broadside, the shock loosened her so, that they floated again, and passed the boom, as did the Phœnix also, under cover of the Dartmouth's fire. This seasonable supply saved the remains of that brave garrison; the enemy raising the siege on the very next day.

Commodore Rooke, on the 13th of August, escorted the duke of Schomberg's forces, consisting of upwards of ten thousand men, horse and foot, embarked in ninety vessels of several sorts; and landed them safe in Groom's Bay, near Carrickfergus, whither he brought the remainder of the army and the artillery, and having stationed afterwards as many ships and yachts of his squadron as he thought requisite for maintaining the correspondence between England and Ireland, and preventing any attempt that might be made by French or Scots privateers, he sailed next with those few ships that were remaining to Dublin, where, on the 18th of September, he endeavoured to burn all the vessels that were in the harbour, and would have succeeded if the wind had not veered about, and blew a fresh gale, as the yachts and ketches were going in, which obliged him to put to sea. King James was at this time in the place, and an eye-witness of this daring attempt.

From the bay of Dublin Commodore Rooke sailed to Cork, but was prevented going into the harbour by the brisk fire the enemy made from their batteries, on which were mounted seventeen or eighteen pieces of cannon. He took possession, however, of the great island, but his ships had by this time grown foul, and his provisions low; which forced him to quit his station, and repair to the Downs, where he arrived on 13th of October.

In this year, 1689, were captured two celebrated naval officers in the French service, the Chevalier Forbin, and the famous John du Bart. These brave men commanded two small frigates, and had under their convoy six rich merchantmen, homeward bound. Near the Isle of Wight, they were chaced by two of our fifty gun ships, which they engaged very bravely, though without a hope of success, but merely to give their merchantmen time to escape, in which they succeeded; for while they fought desperately, the vessels under their convoy got safe into Rochelle. As for the Chevalier Fourbin and Captain Bart, they were carried prisoners into Plymouth, from whence they not long after found means to escape, got safely over to Calais, and were rewarded by the French king each of them with the command of a man of war.

The King of Spain, Charles II., having espoused a princess of the house of Neubourg, sister to the Queen of Portugal, demanded of England a fleet sufficient to escort her safely to his dominions, which was readily granted; not only as it was a proper return for the assistance formerly given to King William by the princess's relations, but because such a demand had always been considered a tacit confession of our dominion at sea; and accordingly, on the 24th of November, Admiral Russel sailed with seven large men of war, and two yachts, to Flushing, in order to receive her catholic majesty, and her attendants; and had orders, as soon as the queen came on board, to hoist the union flag at the main-top-mast head, and to wear it there as long as her majesty was on board. On the 18th of January, 1690, she arrived in the Downs, and proceeded to St. Helen's, whither their majesties, King William and Queen Mary, sent the

Duke of Norfolk to compliment her, as did their royal highnesses the Prince and Princess of Denmark, the Lord Cornbury, and Colonel Berkley. The admiral had orders to put to sea with the first fair wind, and was instructed to block up the harbour of Toulon, in order to prevent the French squadron there from coming out; but was twice driven back into Torbay by contrary winds. At last he sailed with a fair wind, on the 7th of March, with a squadron of thirty men of war, under his command, and a fleet of four hundred merchant-men, bound for the Straits; and, after a very tempestuous passage, landed her catholic majesty on the 16th, at the Groyne; from whence he sailed to execute his other commission, but was forced by contrary winds into the harbour of Ferrol; where the Duke, a second-rate man of war, in a gale of wind, ran ashore, and was with great difficulty got off. The admiral having fulfilled his orders, and having left Vice-admiral Killegrew, with the Mediterranean squadron, behind him; bore away with the first fair wind for England, and arrived at Portsmouth on the 28th of April.

Vice-admiral Killegrew arrived at Cadiz on the 8th of April; where, having been joined by two Dutch men of war, the Guelderland and Zurickzee; he next proceeded from thence in order to attend the motions of the Toulon squadron. In this, however, he met with no small difficulty, by reason of the stormy weather, which injured several ships of his squadron extremely, and the two Dutch ships, one of seventy-two, and the other of sixty-two guns, after losing all their masts, except a mizen, foundered. In consequence of these accidents, a great deal of time was lost; and before things could be brought into perfect order, the vice-admiral, on the 9th of May, received three different accounts of the Toulon squadron being at sea. Upon this he resolved, pursuant to his instructions, immediately to put to sea, in order to go in search of it. On the 10th of May, about four in the morning, he sailed accordingly, and arrived the next day in the mouth of the Straits; where he was joined by Captain Shelton, and his detachment, from the bay of Gibraltar, and at the same time received intelligence that the French fleet was in the bay of Tetuan; whither he immediately proceeded, his fleet consisting now of twelve men of war, and two fire-ships, besides five Dutch men of war. On his arrival in Tetuan bay, he found only two ships, one at anchor and the other under sail; the latter put out Algerine colours, and escaped; but the former was taken by the Dutch Vice-admiral, Allemande, and proved to be a French ship bound for the West Indies.

The wind changing, the admiral stood over again towards the Spanish coast, and two leagues off Ceuta-point, the man at the mast-head saw ten ships to the north, with their heads lying eastwards. About one o clock they were within two miles of the French squadron, which appeared to be on the run, and therefore our ships set their top-gallant sails, and crowded after them. The chace was continued till the next day, when the enemy were four leagues a-head, and the Dutch and one of the English ships as much a-stern; which induced the admiral to give over the chase. Between nine and ten in the morning, the Richmond and the Tyger forced one of the merchant ships on shore to the westward of Tariffa; and about three in the afternoon the whole fleet joined, and the admiral bore away for Cadiz.

The French historians have endeavoured to represent this affair as a triumph on their side, magnifying the English force into a squadron of twenty-three men of war; while they represent their own admiral, M. Chateau-Renault, as having no more than seven ships with him. With this insufficient force, they say, he boldly sailed towards the English fleet, and prepared for battle; but the latter, daunted at this matchless bravery, had not courage to attack him; and, therefore, the French admiral, having collected his scattered convoy, bore away for Brest without any opposition.

The very extravagance of th s story is a sufficient refutation of it; but the reflection with which the French writer from whom we have borrowed this account concludes, renders it still more bombastic and ridiculous. He finishes a long and tedious detail, by observing, that "the enemy could not but admire the ability and intrepidity of the Admiral de Chateau-Renault;" and this too, when, by his own account, not a shot was fired on either side.

It was on the 21st of May, Vice-admiral Killegrew, having made the necessary detachments for the safe convoy of our homeward-bound merchantmen, set sail in pursuance of his instructions, for England · and on his arrival at Plymouth, he received letters from the lords of the admiralty, informing him that the French were with their fleet about Rye, Dover, and those parts, and therefore he was to take all imaginable care of his squadron. Upon mature deliberation, it was determined safest to proceed with the ships into Hamoaze within Plymouth-sound; for, as they were in want of water, provisions, and sea stores, it was impossible for them to put to sea; so that this was the only way left to be secure from any attempt of the French.

The French had, early in the season, embarked a great supply for Ireland, under the convoy of a squadron of thirty-six men of war, attended by four fire-ships and five flutes, and were afterwards joined by another squadron from Provence, with several transports; so that in all they convoyed over six thousand men, besides ammunition and money. Part of these they landed at Kingsale, and the rest in the bay of Cork. On the 8th of April, they left the coasts of that island, in order to return into the road of Brest, to join their grand fleet, which had orders to assemble under the command of the Count de Tourville.

It was, therefore, resolved in our councils to send over an army to Ireland, of which King William determined to take the command in person; and accordingly on the 11th June, 1690, his majesty embarked his forces on board two hundred and eighty-eight transports, and under the escort of a squadron of six men-of-war, commanded by Sir Claudesley Shovel, sailed for Carrickfergus, where they arrived, without accident, on the fourteenth.

The safety and honour of England now demanded that a strong fleet should be assembled as early as possible in the channel, since the king and the greatest part of the forces were absent, and the adherents of James only waiting the appearance of a French fleet on our coasts, to take up arms, and declare against the existing government of which Queen Mary as regent, was now at the head

A strange supineness in our maritime departments, however, prevented, or at least delayed the proper arrangements to effect this necessary object; and while our fleet was yet laying idle and unfit for sea, the French were equipping a fleet of sixty sail, at Brest, which on the 12th of June, put to sea in three squadrons, each squadron being divided into three divisions. Of these the white and blue squadrons, commanded by Count d'Estrees, on board the Le Grand, a ship of eighty-six guns, formed the vanguard, consisting of twenty-six men of war. The main body was composed of the white squadron, commanded by the Admiral Count Tourville, in the Royal Sun, a ship of one hundred guns; and consisted likewise of twenty-six sail; the blue squadron formed the rear-guard, commanded by M. d'Amfreville, in the Magnificent, a ship of eighty guns, and were but twenty-five sail. In all there were seventy-eight men of war, twenty-two fire-ships, and the whole fleet carried upwards of four thousand seven hundred pieces of cannon. On the 13th of June, they steered for the English coast; and, on the 20th, found themselves off the Lizard.

The English admiral, the Earl of Torrington, was at St. Helen's, when he received the news from some fishing boats, which the French admiral had captured, and, having paid for their fish, had set at liberty again; and, being confused with the unexpected intelligence, he immediately put to sea with such ships as he had; and stood to the south-east on Midsummer day, leaving his orders that all the English and Dutch ships which could have notice, should follow him. In the evening he was joined by several ships, and the next morning, he found himself within sight of the enemy, of whose strength he had no certain intelligence previous. The next day our admiral received another reinforcement of seven Dutch men of war; under the command of Admiral Evertzen; however, the fleets continued looking upon each other for several days, the Earl of Torrington not thinking himself strong enough to venture an engagement, his whole strength consisting of about thirty-four men of war of several sizes; and the three Dutch admirals having under their command twenty-two large ships. Seeing himself, therefore, out-numbered by above twenty sail, he was not willing to risk his own honour, and the safety of the nation, upon such unequal terms. The queen, however, who was then regent, having been informed that the adherents of the abdicated monarch, intended a general insurrection; which, would certainly take effect, if the French remained on the coast to second their efforts, sent him orders to fight at all events; and in obedience to this order, as soon as it was light, on the 30th of June, the admiral threw out the signal for drawing into a line, and bore down upon the enemy, while they were under sail.

The signal for battle was made about eight, and the action began about nine, when the Dutch squadron, which made the van of the united fleets, fell in with the van of the French, and put them into some disorder. About half an hour after, our blue squadron engaged their rear; but the Earl of Torrington with the red, which made the centre of our fleet, could not come up till about ten, and this occasioned a great distance between them and the Dutch. The French making use of this advantage, weathered, and surrounded the latter, who defended themselves very gallantly, though they suffered extremely from so unequal a dispute. The admiral, endeavoured to relieve them; and while they dropt their anchors, the only method they had left to preserve themselves, he drove with his own ship and several others between them and the enemy, and in that situation anchored about five in the afternoon, when it grew calm; and the earl perceiving how much the Dutch had suffered, and how little probability there was of gaining any thing by renewing the fight, he weighed about nine at night, and retired eastward, with the tide of flood.

On the following day, a council of war was held on board the English admiral; when it was resolved on retreating, it being evident that the French fleet was too superior in force, to leave a chance of success; and this resolution was immediately carried into effect. The French pressing on their pursuit as far as Rye-bay; and forcing one of our men-of-war of seventy guns, called the Anne, which had lost all her masts, on shore near Winchelsea, they sent in two ships to burn her, which the captain prevented by setting fire to her himself. The body of the French fleet stood in and out of the bays of Bourne and Pemsey, in Sussex, while about fourteen of their ships anchored near the shore. Some of these attempted to burn the Demaes, a Dutch ship of sixty-four guns, which at low water lay dry; but her, commander captain Convient, defended her bravely, so that they were at length forced to desist, and the captain carried her safe into Holland.

Our loss in this unlucky affair, was less then may be expected; not above two ships, two sea captains, two captains of marines, and three hundred and fifty private men. The Dutch being more exposed, were much more unfortunate, besides three ships sunk in the fight, they were obliged to set fire to three more that were stranded on the coast of Sussex, losing in all six ships of the line. They lost likewise many gallant officers; particularly their Rear-admirals Dick and Brakel, and Captain Nordel, with a great number of inferior officers and seamen.

With their usual talent for exaggeration, the French writers have swelled this affair into a much more tremendous defeat than, when we consider the disparity of our force, and the latter being taken by surprise, they can have any right to claim. They have likewise extolled to the skies the bravery and ability of the French admiral, Count de Tourville; whereas, it appears plainly, that, by the imprudence of the latter alone, the English were enabled to accomplish their retreat in such good order; for, by not anchoring when the English fleet did, they were driven to a great distance; and by continuing to chace in a line of battle, instead of leaving every ship to do her best, they could not recover what they lost by their first mistake.

After the engagement, our fleet retreated toward the river Thames; and the Earl of Torrington, going on shore, left the command to Sir John Ashby, but first gave orders to Captain Monck of the Phœnix, together with four other fifth rates, and four fire-ships, to anchor above the narrow of the middle grounds; and to appoint two of the frigates to ride, one at the Buoy of the Spits, the other at the lower end of the middle, and to take away the buoys, and immediately retreat, if the enemy approached; and to do what service he could against them with the fire-ships; but still to retire, and make the proper signals in such cases.

The French, however, though they showed themselves several times at different places on the coast, and kept the nation in continual alarm of an invasion, attempted little to our prejudice, except, indeed, the burning of Teignmouth, in Devonshire, and three inconsiderable vessels there; which they magnified into destroying fortifications, &c., and burning four men of war, and eight merchant vessels richly laden; so ridiculously did they exaggerate the most trivial actions in which they had gained any advantage.

As soon as the Earl of Torrington came to town, he was examined before the council, where he justified the motives which had induced him to retreat: and affirmed, that he had acted according to the rules of prudence, by which he had saved the fleet; and with much steadiness and spirit declared, that he had rather his reputation should suffer for a time, than his country undergo a loss, which she might never be able to repair. The council, however, thought proper to commit his lordship to the Tower; and directed a committee to repair to Sheerness, where they were to make a thorough inquiry into the real cause of this disaster.

We must now return to the proceedings of Sir Cloudesley Shovel, who, on the 21st of July, received orders to proceed with the ships under his command for Kingsale, to intercept some French frigates that were said to be on that coast. Arriving at Waterford river, he was informed that Lieutenant-general Kirk had made himself master of the town of Waterford; but that Duncannon-castle, which by its situation commanded the river, still held out, and that the lieutenant-general, for want of cannon, was not likely to take it. Upon this he sent advice to the lieutenant-general on the 27th of July, that he was ready to assist him: and accordingly, the next day he sent in the Experiment and the Greyhound, two small ships, to batter their castle; and under their fire landed between six and seven hundred men, all the boats of the fleet being employed in this service. The castle all this time thundered upon them; but as soon as General Bourke, who commanded there, saw the men landed, he thought fit to capitulate, and marched out at the head of two hundred and fifty men, with their arms and baggage, leaving to the English the fortress, which was furnished with forty-two pieces of cannon.

After this fortunate achievement, the rear admiral sailed for Limerick; but finding soon after that the Irish had retired, and that his own squadron began to be in want of provisions and sea stores, he sailed to Plymouth, where he received a considerable reinforcement, with orders to proceed in quest of the enemy. But these orders, which came from the lords of the admiralty, were, on the 18th of September, countermanded by a fresh order from the king, directing him to detach ten ships into the Soundings to protect the trade, and to sail with the rest for the Downs, which he did.

The affairs of Ireland were still in a very precarious condition. King William had returned to England and many of the chief cities and seaports, were still held by the adherents of King James, when the earl of Marlborough proposed a plan for the total reduction of Ireland, which the king and council immediately accepted, and proper orders were accordingly despatched to the different admirals, who accordingly got ready for sea; and having embarked the troops with all imaginable expedition, arrived with them before the harbour of Cork on the 21st of September. The next day, they attempted to enter; but were at first prevented by the fire of a small battery of five guns, from which, however, the Irish were soon driven by two or three boats full of brave fellows; and the whole fleet entered the harbour. On the 23d the forces were landed; and joined a body of between three and four thousand men, with the duke of Wirtemberg, whom it was agreed, should, with the earl of Marlborough command alternately. The City of Cork was very well fortified; and had in it a body of four thousand men: but the earl having observed that the place was commanded by an adjacent hill, ordered a battery to be erected there on the 24th; which was performed with great expedition; and after playing on the town for a few hours, made so considerable a breach, that, on the 25th, the generals assisted by ten pinnaces, manned by seamen, well armed with hand-grenadoes from the fleet, attacked it, and the Irish instantly capitulated.

The fleet arrived in the Downs on the 8th of October, bringing with them, the governor of Cork, and several persons of quality, who were made prisoners when that city was taken. The admirals then received orders to divide their fleet into small squadrons for several services; and a strong squadron remained in the Downs under the command of Sir Cloudesley Shovel, who cruized the remaining part of the year in the Soundings, where the Deptford and the Crown, two small ships, captured a French man of war called the Fripon, commanded by Captain St. Marca, one of the bravest officers in the French service. She carried but eighteen guns, and ten pattereroes; and but a little before had engaged four Dutch privateers, whom she obliged to sheer off, though she had thirty men killed and wounded: yet, notwithstanding this loss, she fought the English till her captain and lieutenants were both desperately wounded, and her master killed; nor did she yield at last, till her main-mast was shot away by the Crown, and she was boarded by the crew of that ship.

Nothing of importance in naval transactions appears to have occurred from this time, until the spring of the next year, 1691; when Admiral Russel (who had been appointed to the command, in the room of the Earl of Torrington, of whose dismission we shall speak more at large hereafter, in his memoirs) was ordered to protect the Smyrna fleet, which was then hourly expected home. In consequence of these orders, Admiral Russel, having appointed single ships to cruize for them on every point of the compass, crossed with the body of the fleet to Cape-Clear on the Irish coast; and, being off Kingsale, received advice, that the Smyrna fleet had arrived safely in that harbour. Upon this he resolved to conduct them as far as Scilly; and then, if they had a fair wind, to leave them to proceed up the channel, having first taken the necessary precaution of sending a frigate before to Plymouth: that he might be satisfied none of the enemy's ships were upon the coast, he bent his course toward the French coast, from whence he sent a letter to the secretary of state, desiring that supplies of provision might be ready at Plymouth, that the want of them might not incapacitate the fleet from doing any necessary service.

Sir Cloudesley Shovel was then sent to look into Brest, where he saw about forty sail coming out of that port, which proved to be a fleet of merchant ships from Bretagne, escorted by three men of war. But though, to decoy them into his hands, Sir Cloudesley adopted the stratagem of hoisting French colours, he could only succeed in part, the enemy discovering the deception before he was near enough to do them much mischief; and they consequently ran again into the harbour.

Toward the latter end of the month of July, Admiral Russel took part of a convoy going to the French fleet with fresh provisions; and from them he learnt that Count Tourville had orders to avoid fighting; and that, from the manner he had disposed of his escorts, it was impossible to come up with the body of their fleet.

The admiral, therefore, pursuant to the resolution of a council of war, returned in the beginning of August to Torbay, from whence he wrote up to court to have his last orders explained. In return he was directed to put to sea again; and, notwithstanding his representations of the inconvenience of having such large ships exposed to the rough weather, which usually happens about the equinox, he was obliged to continue in the Soundings to the 2d of September, when he met with such a violent storm, that he was constrained to bear up for the dangerous port of Plymouth; and, through the violence of the wind, and the haziness of the weather, the ships were so scattered, that the greatest part of them were not seen when the admiral himself came to an anchor in the Sound: one of the second rates, which proved to be the Coronation, was dicovered at anchor off Ram-head, without any thing standing but the ensign-staff; and soon after she foundered, her commander, Captain Shelton, together with nearly her whole crew, being lost; the Harwich, a third rate, ran on shore, and bulged near Mount Edgcomb-house; and the Royal Oak and Northumberland grounded, though afterwards they were luckily got off; and several others narrowly escaped the danger of the Eddystone.

The admiral immediately gave orders for refitting such of the ships as had been damaged in the storm, and left Sir Cloudesley Shovel at Plymouth to see it performed; himself, with the rest of the fleet, steering for for Spithead, where soon after he received orders to send the largest ships about to Chatham; and was likewise directed to form a squadron of thirty sail of English and Dutch ships to be sent to the coast of Ireland; and he accordingly appointed Vice-admiral Delaval for this command, who four times attempted to execute his orders, and was as often forced back by contrary winds; which, however, proved of no detriment to the service, since the intelligence received of the French sending a fleet to Limerick, proved to be false.

The management of the navy at this period of our history appears to have been greatly neglected, the king being wholly occupied with the prosecution of the war in Flanders, and the total extirpation of King James' party in Ireland. The government likewise entertained a great jealousy (though apparently without any solid grounds) of many distinguished officers in the sea service, who had formerly served under James, when Lord-high-admiral, and might naturally be supposed to have some attachment to his person; though, as they had unanimously declared for the revolution, and were known to be men of honour and principle, it was not probable they could entertain, for a moment, the idea of combining with the French against their country, and the monarch of its choice. So it was, however, that jealousies were artfully fomented by the reports of King James' adherents, who boasted of having brought over many of the officers of the navy to his cause; and hence it was, perhaps, that our maritime councils were so dilatory and undetermined; and nothing was heard on one side but distrust and treachery, and on the other complaints of ill conduct, and want of sufficient supplies for the service.

In the spring of the year 1692, the king resolved on going to Holland; and Admiral Russel was instructed to use all possible diligence in getting out such a fleet to sea as should awe their enemies, while a descent was made in Normandy; but, in the mean time, the French King, Louis XIV., perceiving that it was impossible to pursue the war in Ireland to any advantageous purpose, had resolved to employ his forces in another way;

and was, therefore, unsuspected by us, preparing for an invasion on the coast of Sussex. For this purpose, he had collected together three hundred transports, on board which were to be embarked the adherents of King James, consisting of fourteen battalions of English and Irish troops, with about nine thousand French, commanded by Marshal de Belfordes; and nothing was wanting to the execution of their design, but the arrival of a squadron of twelve men of war, under the command of the Count d'Estrees, who was to escort the transports; while the Count de Tourville, with the grand fleet, cruized in the channel, to prevent their being intercepted.

At this critical juncture, the English government received full information, by the treachery of some of James' adherents, of the intentions of the French; and accordingly, Admiral Russel was ordered to hasten out to sea immediately, unprovided as the fleet might be. Orders were likewise despatched, by a packet boat, to Cadiz, to Vice-admiral Delaval, who had been sent to convoy home a fleet of merchantmen from the Mediterranean, and who it was feared the French would intercept: he was therefore directed to avoid Cape St. Vincent, and to endeavour to make for Dingle Bay, the mouth of the Shannon, or some other port thereabouts: for fear these orders might not reach him soon enough, an advice boat was ordered to cruize for him off Cape Clear, with instructions to put into Cork or Kingsale. However, though both these orders missed him, he was so fortunate as to arrive in the beginning of March safe in the Downs.

Rear-admiral Carter was also ordered to continue cruizing with his squadron of eighteen sail, as near the French coast as it was possible in order to be the better and more certainly informed of what they were doing: and Admiral Russel had orders sent him to cruize between Cape la Hogue and the Isle of Wight, till the squadrons should join with him, though he had proposed the junction should be made off Beachy-head.

The Dutch fleet, in consequence of King William's exertions in Holland, got out to sea much earlier than could have been expected; and Admiral Russel, as soon as he received his orders, anxious to effect an union of the whole force, contrary to the opinion of many of his officers, and all the pilots, who were against hazarding so great a fleet in so dangerous an attempt, carried them through the sands with very little wind; and to this bold stroke was owing all his following success.

On the 8th the fleet came safe off Rye, and that night the admiral sent to the Dutch admiral, to weigh and make sail after him; and also sent a squadron of small ships to look for Sir Ralph Delaval. On the 11th of May, he sailed from Rye-bay for St. Helen's; where, in two days time, he was joined by Sir Ralph Delaval, and Rear-admiral Carter, with their squadrons; and when all the ships, English and Dutch, were come together, the admiral detached six light ships to gain intelligence; and, it being left to him to proceed as a council of war should advise; he sailed, on the 18th of May, for the coast of France. The next day, about three in the morning, the scouts, westward of the fleet, made the signal of discovering the enemy. Immediately orders were given for drawing into a line of battle; and a little after four, the sun dispersing, the enemy were seen standing southward. The admiral upon this bore away with his ship so far leeward, as that each ship in the fleet might fetch his wake, and then he brought to, and lay by, with his fore-top-sail to the mast; that so others might have the better opportunity of placing themselves; and accordingly, the confederate fleet was in good order by eight, having the Dutch squadron in the van, the red in the centre, and the blue in the rear. About ten the French fleet bore down upon them; and half an hour after eleven, Count Tourville, in the Royal Sun, brought to, and began the fight with Admiral Russel, being within three quarters musket-shot. He plyed his guns very warmly till one, but then began to tow off in great disorder; his rigging, sails, and top-sail yards being very much injured. About two the wind shifted; so that five of the enemy's blue squadron posted themselves, three a-head, and two astern of their admiral, and fired very briskly till after three. But, as the admiral's own account of the action must of course be the most satisfactory and correct, we shall content ourselves with giving his, and Vice-admiral Delaval's original letters, in which the reader will find every particular of this battle.

Admiral RUSSEL's Letter to the Earl of Nottingham.

" My Lord, Portsmouth, June 2, 1692.

" Since your lordship seems to think that an account in general of the fleet's good success, is not so satisfactory as one setting forth the particulars, I here send it with as much brevity as the matter will admit of. I must confess I was not much inclined to trouble you in this nature, not being ambitious to see my name in print on any occasion; but since it is your lordship's command, I am the more inclined to give you the best information I am able of the action, having seen several printed relations not very sincere.

" Wednesday in the evening, being the 18th of May, standing over for Cape la Hogue, I ordered Captain Gillam in the Chester, and the

Charles galley, to lay at such a distance to the westward of the fleet, that they might discover any signals made from me.

"Thursday, the 19th, standing with a small gale, S. S. W. the wind at W. and W. by S. hazy weather, Cape Barfleur bearing then S. W. and by S. from me, distant about seven leagues. Between three and four in the morning, we heard several guns to the westward, and in a short time I saw the two frigates making the signal of seeing the enemy, with their heads lying to the northward, which gave me reason to think that the enemy lay with their heads that way. Upon which, I ordered the signal to be made for the fleet's drawing into a line of battle; after which I made the signal for the rear of the fleet to tack, that, if the enemy stood to the northward, we might the sooner come to engage. But soon after four o'clock, the sun had a little cleared the weather, and I saw the French fleet standing to the southward, forming their line on the same tack that I was upon. I then ordered the signal for the rear tack to be taken in, and at the same time bore away with my own ship so far to leeward, as I judged each ship in the fleet might fetch my wake or grain; then brought to again, lying by with my fore-top-sail to the mast, to give the ships in the fleet the better opportunity of placing themselves as they had been before directed. By eight o'clock we had formed an indifferent line, stretching from the S. S. W. to the N. N. E. the Dutch in the van, the red in the centre, and the blue in the rear.

"By nine o'clock the enemy's van-guard had stretched almost as far to the southward as ours, their admiral and rear admiral of the blue, that were in the rear, closing the line, and their vice-admiral of the same division stretching to the rear of our fleet, but never coming within gun-shot of them. About ten they bore down upon us, I still lying with my fore-top-sail to the mast. I then observed Monsieur Tourville, the French admiral, put out his signal for battle. I gave orders that mine should not be hoisted till the fleets began to engage, that he might have the fairer opportunity of coming as near me as he thought convenient; and at the same time I sent orders to Admiral Allemande, that, as soon as any of his squadron could weather the enemy's fleet, they should tack and get to the westward of them, as also to the blue to make sail, and close the line, they being at some distance a-stern; but, as soon as the fleet began to engage, it fell calm, which prevented their so doing. About half an hour after eleven, Monsieur Tourville, in the Royal Sun, (being within three quarters musket-shot, brought to, lying by me at that distance about an hour and a half, plying his guns very warmly though I must observe to you, that our men fired their guns faster. After which time, I did not find that his guns were fired with that vigour as before, and I could see him in great disorder, his rigging, sails, and top-sail yards being shot, and no body endeavouring to make them serviceable, and his boats towing of him to windward, gave me reason to think he was much galled. About two the wind shifted to the N. W. and by W. and some little time after that, five fresh ships of the enemy's blue squadron came and posted themselves three a-head of Monsieur Tourville, and two a-stern of him, and fired with great fury, which continued till after three.

"About four in the evening there came so thick a fog, that we could not see a ship of the enemy's, which occasioned our leaving off firing for a long time; and then it cleared up, and we could see Monsieur Tourville towing away with his boats to the northward from us. Upon which I did the same, and ordered all my division to do the like; and about half an hour after five we had a small breeze of wind easterly. I then made the signal for the fleet to chace, sending notice to all the ships about me, that the enemy were running. About this time I heard several broadsides to the westward; and, though I could not see the ships that fired, I concluded them to be our blue, that, by the shift of the wind, had weathered the enemy; but it proved to be the rear-admiral of the red, who had weathered Tourville's squadron, and got between them and their admiral of the blue, where they lay firing some time; and then Tourville anchored with some ships of his own division, as also the rear-admiral of the red, with some of his. This was the time that Captain Hastings in the Sandwich was killed, he driving through those ships by reason of his anchors not being clear. I could not see this part because of the great smoke and fog, but have receive this information from Sir Cloudesley Shovel since.

"I sent to all the ships that I could think were near me, to chace to the westward all night, telling them I designed to follow the enemy to Brest; and sometimes we could see a French ship, two, or three, standing away with all the sail they could make to the westward. About eight I heard firing to the westward, which lasted almost half an hour. It being some of our blue fallen in with some of the ships of the enemy in the fog. It was foggy, and very little wind all night.

"Friday the 20th, it was so thick in the morning that I could see none of the enemy's ships, and but very few of our own. About eight it began to clear up: the Dutch, who were to the southward of me, made the signal of seeing the enemy; and, as it cleared, I saw about thirty-two or thirty-four sail, distant from us between two and three leagues, the wind at E. N. E. and they bearing from us W. S. W. our fleet chacing with all the sail they could make, having taken in the signal for the line of battle, that each ship might make the best of her way after the enemy. Between eleven and twelve the wind came to the S. W. The French plied to the westward with all the sail they could, and we after them. About four, the tide of ebb being done, the French anchored, as also we in forty-three fathom water, Cape Barfleur bearing S. and by W. About ten in the evening we weighed with the tide of ebb, the wind at S. W. and plied to the westward. About twelve my fore-top mast came by the board, having received several shot.

"Saturday the 21st, we continued still plying after the enemy till four in the morning. The tide of ebb being done, I anchored in forty-six fathom water, Cape la Hogue bearing S. and by W. and the island cf Alderney S. S. W. By my top-mast's going away, the Dutch squadron, and the admiral of the blue, with several of his squadron, had got a great way to windward of me. About seven in the morning, several of the enemy's ships, being far advanced towards the race, I perceived driving to the eastward with the tide of flood. Between eight and nine, when they were driven so far to the eastward that I could fetch them, I made the signal for the fleet to cut and follow the enemy, which they all did, except the aforementioned weathermost ships, which rid fast to observe the motion of the rest of the enemy's ships that continued in the race of Alderney. About eleven, I saw three great ships, fair under the shore, tack and stand to the westward; but, after making two or three short boards, the biggest of them ran ashore, who presently cut his masts away; the other two, being to leeward of him, plied up to him. The reason, as I judge, of their doing this, was, that they could not weather our sternmost ships to the westward, nor get out a-head of us to the eastward.

"I observing that many of our ships hovered about those, I sent to Sir Ralph Delaval, vice-admiral of the red, who was in the rear of our fleet, to keep such a number of ships and fire-ships with him as might be sufficient to destroy those of the enemy, and to order the others to follow me, I being then in pursuit of the rest of the enemy: an account of the performing that service I do not trouble your lordship with, he having given it you already. About four in the afternoon, eighteen sail of the enemy's ships got to the eastward of Cape Barfleur, after which I observed hey hauled in for La Hogue; the rear-admiral of the red, vice-admiral of he blue, and some other ships, were a-head of me. About ten at night I nchored in the Bay of La Hogue, and lay till four the next morning, being

"Sunday the 22d; and then I weighed and stood in near the land of a Hogue; but, when we found the flood came, we anchored in a good sandy ground. At two in the afternoon we weighed again, and plied close in with La Hogue, where we saw thirteen sail of the enemy's men of war hauled close in with the shore. The rear-admiral of the red tells me that the night before he saw the other five, which made up the eighteen I first chaced, stand to the eastward.

"Monday the 23d, I sent in Vice-admiral Rooke with several men of war and fire-ships, as also the boats of the fleet, to destroy those ships; but the enemy had gotten them so near the shore, that not any of our men of war, except the small frigates, could do any service; but that night Vice-admiral Rooke, with the boats, burnt six of them.

"Tuesday the 24th, about eight in the morning, he went in again with the boats, and burnt the other seven, together with several transport ships and some vessels with ammunition, the names of which ships I am not yet able to give your lordship any other account of than what I formerly sent you, which are as follow:

SHIPS NAMES.	COMMANDERS.	GUNS.
Soleil Royal	Count de Tourville	104
L'Ambitieux	Chevalier de la Vilette, vice-admiral of the blue	104
L'Admirable	Monsieur Beaujeau	90
La Magnifique	Monsieur Cottologon, rear-admiral of the blue.	76
Le St. Philip	Monsieur Infreville	76
Le Conquerant	Du Magnon	76
Le Triumphant	Monsieur Bellemont	74
L'Etonant	Monsieur de Septime	80
Le Terrible	Monsieur Septvilla	80
L'Amiable	Monsieur de Raal	68
Le Fier	Monsieur Larsethoir	68
Le Glorieux	Le C. Chateaumoorant	60
Le Serieux	Monsieur Bernier	60
Le Trident	Monsieur Monteaud	56

"All the prisoners report a three-deck ship burnt by accident, and the following sunk, how true I do not know.

SHIPS NAMES.	COMMANDERS.	GUNS.
Le Prince	Monsieur Bagneux	60
Le Sanspareil	Monsieur Ferille	60

"Though these be all the names that I have been able to learn, yet I am sure there are sixteen ships of consequence burnt.

"Wednesday the 25th, I sailed from La Hogue, ordering the admiral of the blue, with a squadron of English and Dutch ships under his command, to run along the enemy's coast, as far as Havre de Grace, in hopes that some of the before-mentioned five ships, that stood to the eastward might have been got thither; but he informs me that upon his appearing before that place, he could perceive but one or two small vessels. The number of the enemy's ships did not exceed fifty men of war, by the best information, from fifty-six to one hundred and four guns; and though it must be confessed, that our number was superior to theirs, which probably at first might startle them, yet, by their coming down with that resoluion, I cannot think it had any great effect upon them: and this I may ffirm for a truth, not with any intention to value our own action, or to essen the bravery of the enemy, that they were beaten by a number coniderably less than theirs, the calmness and thickness of the weather giving very few of the Dutch or the blue the opportunity of engaging, which I am sure they look upon as a great misfortune; and, had the weather proved otherwise, I do not see how it was possible for any of hem to have escaped us.

"This is the exactest account that I am able to give you, which I hope will prove to your lordships satisfaction. Vice-admiral Rooke has given me a very good character of several men employed in the boats, and I have ordered him to give me a list of the names of such persons whose behaviour was remarkable, in order to their reward. I am,

My Lord,
Your Lordship's most faithful, humble servant,
E. RUSSEL."

Sir Ralph Delaval's Letter to the Earl of Nottingham, from on board the Royal Sovereign.

"I believe it my duty to acquaint you, that on the 21st instant, Admiral Russel having made the signal for the fleet to cut their cables, I observed the French to be forced from the race of Alderney, where they anchored, to the eastward; and, finding that some of them endeavoured for the bay of Cherburgh, I stood in for that place, where I found three three-decked ships of the enemy, but so close to the shore, and within some rocks, that it was not safe for me to attempt them till I had informed myself of the road, they being hauled into shoal water.

"I immediately took my boats, and sounded within gun-shot of them, which they endeavoured to prevent by firing at us. And, that no time might be lost, I went immediately on board the St. Alban's, where, for the encouragement of the seamen, I hoisted my flag, and, having ordered the Ruby with two fire-ships to attend me, I stood in with them, leaving the great ships without, as drawing too much water. But, coming very near, they galled so extremely, and, finding the five ships could not get in, I judged it best to retreat without shot, and there anchored, and immediately called all the captains, where it was resolved to attack them in the morning with all the third and fourth rates, and fire-ships. But, after having drawn them into four fathoms and a half water, I found we could not do our business, the water being shoal. Upon which I ordered three fire-ships to prepare themselves to attempt the burning of them, going myself with all the barges and tenders to take them up, if by the enemy's shot they should miscarry.

"Indeed I may say, and I hope without vanity, the service was warm, yet, God be praised, so effectually performed, that, notwithstanding all their shot both from their ships and fort, two of our fire ships had good success by burning two of them; the other, by an unfortunate shot, was set on fire, being just going on board the enemy. Indeed so brave was the attempt, that I think they can hardly be sufficiently rewarded, and doubt not but their majesties will do them right. The third French ship being run a shore, and observing the people on board to go a-shore by boats-full, I ordered the St. Albans, the Reserve, and others, to fire upon her, judging it might cause them to quit her. And, after having battered her some time, I observed she made no resistance. I took all the boats armed, and went on board her.

"I found abundance of men on board, and several wounded, but no officers; and having caused all the people, as well those that were wounded as others, to be taken out, I set her on fire, and had I not had notice by my scouts, that thirty ships were standing with me, had sent all the French on shore, who are now very troublesome to me. The ships we saw proved to be Sir John Ashby and the Dutch, coming from the westward. We are proceeding together to the eastward to La Hogue, where I am informed three or four of the enemy's ships are; and, if so, I hope God will give us good success. I expect to find the admiral to-morrow, where I hope to hear he has destroyed some of the enemy's ships, having left him in chace of them last night, standing to the eastward, and pretty near them, as I judged. My lord, I hope you will excuse me, if I presume to pray you will use your interest with the queen, that a reward may be given to the three captains of the fire-ships, and several of the others; for greater zeal and greater bravery I never saw. I pray your excuse for being thus tedious, and thus particular. Pray God preserve their majesties; and that their arms may bc ever crowned with success by sea and land, shall be the prayers and endeavours of, &c.

"Cherburgh, May 22, 1692.

"P. S. Captain Heath burnt Tourville's ship, the Royal Sun, which was the most difficult; Captain Greenway burnt the other, called the Conquerant. The Admirable was burnt by our boats. Captain Fowlis attempted the Royal Sun, but was set on fire by the enemy's shot, yet deserves as well as the others."

It has been attempted by the French writers, to depreciate the merit of his victory, by stating that the combined fleets of the English and Dutch were nearly double in number to that of France; but it must be remembered, on our part, that scarcely half of the former could engage, owing to their original position, Sir George Rooke, who was rear-admiral, being directed to tack northward, and to weather. The actually engaged forces, therefore, were nearly on an equality; and we have a right to consider that our countrymen gained a glorious and complete victory.

There has also been great stress laid (by the writers above alluded to) on the Count de Tourville's bravery, in attacking such a superior force; and some have gone so far as to consider it equivalent to a victory; but, though we have no wish to take the palm of bravery from those to whom it is due, it is, nevertheless, but fair to state, that the Count de Tourville's orders from King Louis, his master, left him no alternative, as they imperatively ordered him to fight the English, whatever force they might have.

These orders, which undoubtedly, at first sight, appear very singular, were, it is to be presumed, founded on several circumstances, in all of which the French king's expectations were frustrated.

In the first place, he looked upon it as certain, that Count d'Estrees, with his squadron, would have joined the fleet before any opportunity offered of fighting; and that Count Tourville's line of battle should have consisted of sixty-six ships at least: but Count d'Estrees met with such bad weather in passing the straits of Gibraltar, that his squadron did not arrive at La Hogue till after the battle; and Count Tourville had but forty-four actually under his command, when he took this resolution to fight. On the other side, it was presumed that the English and Dutch fleets could not unite with their two great squadrons then at sea, before the junction of the French fleets. In this, too, the king's foresight failed him; but then it was owing to that bold stroke of Admiral Russel before-mentioned, by which he joined the Dutch squadron ten days sooner than he could have done, if he had taken his pilot's advice.

None of these circumstances, however, detract from the merit of our victory, which the French, after all their fine flourishes, were compelled to acknowledge was complete; and which, had Sir John Ashby been able to pursue the enemy, as he attempted, into the port of St. Maloes, would in a great measure have ruined their power at sea.

Considering, from the season of the year, and the state of the fleet, that it would not be possible for the English fleet to achieve any thing of importance against their enemies at present, Admiral Russel resolved to return to St. Helens; to refit those vessels that were decayed; and procure supplies of provision and ammunition. He, however, left Sir John Ashby, with twelve English ships, and three fire-ships, in conjunction with a Dutch squadron of like force, commanded by Vice-admiral Callemberg, with orders to sail to Havre de Grace, and to endeavour the destruction of so many of the French fleet as had taken shelter there; which service, indeed, they did not perform, the enemy's situation, and the stormy weather, rendering it impracticable. Another reason which influenced Admiral Russel on this occasion, was his desire to make the most of his victory, by immediately taking on board the troops intended for a descent; and carrying them over, with all possible expedition, to the coast of France.

The true motive of this expedition seems very obscure; but it appears more intended to alarm and distract the French nation, than to effect any serious object; and though at first it was expected that several regiments of horse would be sent, and a great promotion of officers took place in consequence, it was at last reduced to the inconsiderable number of two hundred and fifty dragoons; and, on Admiral Russel's arrival in England, instead of finding the troops ready to embark, and himself furnished with instructions for the execution of the enterprize, he was informed by letters from the secretary of state, that no certain resolution was as yet taken in what service to employ them; but that this was left to be settled by a general council of land and sea officers, when the fleet and the transports should be joined.

At last, very late in the month of July, the transports, with the forces on board, joined the fleet; and, on the 28th of the same month, a council of war was held on board the Breda, where the schemes, or rather hints of the ministry were seriously considered, and, upon the whole, resolved to be impracticable.

To place this affair in the clearest light, it will be necessary to lay before our readers the original resolutions entered into on this occasion; and without which, indeed, it will be scarcely possible to form any correct dea of the matter.

At a council of war, held on board the Breda, the 28th of July; present, lag officers,—the Right Honourable Edward Russel, admiral; Sir Ralph Delaval, vice-admiral of the red; George Rooke Esq., vice-admiral of the blue; Sir Cloudesley Shovel, rear-admiral of the red; David Mitchel, Esq. first captain to the admiral.

DUTCH. Admiral Allemande; Vice-admiral Callemburg; Rear-admial Vandergoes; Rear-admiral Evertzen; Rear-admiral Muys.

General and field officers. His Grace the Duke of Leinster, lieutenant-general of all the forces; Earl of Galway; Sir Henry Bellasise; Monieur de la Meloniere; Sir David Collier; Colonel Beveride; Monsieur de Cambon; Colonel Selwin; Earl of Argyle.

The resolutions they came to, follow: "The matter of burning the ships at St. Malo, being maturely considered, Vice-admiral Rooke, and Vice-dmiral Callamberg, who were lately sent with a squadron of ships before that port, representing the great difficulty of carrying the ships in there, by reason of the multitude of rocks, and the rapidity of the tides, and the pilots refusing to conduct any frigates or fire-ships into the harbour, because the marks might be removed, it was the opinion of the flag officers, that it was not practicable to attempt any thing against the enemy's hips at St. Malo, with any part of the fleet, until the town itself could be o far reduced by the land forces, as that ships might not receive any great annoyance from the enemy's guns in the attempt; and the general nd field officers of the army were of opinion, that the troops could not do any service at that place without the assistance of the fleet.

"It was then considered, whether it was feasible to make any attempt on the enemy's ships at Brest; and although the flag officers were of opinion, that an attempt might be made there with some hopes of success, f the summer had not been so far spent, yet, considering the winter was approaching, they did not think it proper to attack the enemy's ships in that port, since the fleet might be exposed to very great inconveniences, should they be wind-bound near they place; and it was the opinion of the general and field officers of the army, that they should not be able to do any service there against the enemy, unless they could be protected by the fleet. The flag officers, likewise, thought it not safe for the fleet to attempt any thing against the enemy at Rochfort, the season of the year being so far spent, and the place itself lying so deep in the bay.

"It was in the next place considered, whether the fleet might lay with safety on the coast of Normandy to protect the army in an attempt either at Havre de Grace, La Hogue, or any place thereabouts; and the flag officers judged that it might lay with safety on that coast, until towards the end of the next month, in case their majesties service should require it."

In consequence of these resolutions, the Admiral (having first despatched Sir John Ashby, with a stout squadron, to endeavour to intercept the French fleet, which was expected to sail from St. Malo to Brest,) sailed with the remainder of the fleet and the transports for Cape La Hogue; but in a few days again returned to St. Helens. The queen, immediately on receiving intelligence of this, sent down to the fleet the Marquis of Carmarthen, lord-president of the council, and several other high officers of state, to enquire into the reason of their return, and take proper measures for their putting to sea again immediately; but after all this anxiety, and the great preparations made, there being no less than two hundred and forty transport-ships, seven thousand men, and every requisite for prosecuting some great design, it all ended in nothing. After some delay, from contrary winds, the vessels sailed; but, instead of making a descent upon France, as was expected, part of the fleet proceeded to Ostend, and the rest to Newport.

It cannot be supposed that such a flagrant miscarriage as this did not excite great surprise and murmurings. The English, indeed, made no scruple in saying that the nation was plundered and abused; and the Dutch, our allies, complained loudly of the treachery and mismanagement of King William's counsellors, through which, they affirmed, all that was resolved on at London was betrayed to the French court.

At the opening of the following session of parliament, 4th November, the king, in his speech, took notice of their recent disappointments at sea; and, on the 11th, the business was brought forward. The house of commons, after thanking Admiral Russel, in very strong terms, for his conduct in the battle off La Hogue, entered into a warm debate, on account of the opportunities which were said to have been lost or neglected after the action; and Sir John Ashby, in particular was called upon to account for his not executing the orders that were given him, to destroy the French ships which sought refuge in the port of St. Malo, and so fully and handsomely explained himself, and vindicated his conduct, that he was discharged from farther attendance at the bar, with a compliment from the speaker.

On the subject of the failure of the expedition against France, Admiral Russel also gave the fullest, and, as far as regarded his own conduct, the most satisfactory explanation; and completely exposed the want of nowledge, and incapacity of those who were then entrusted with the anagement of the maritime affairs of England; so that the house of ommons, having first resolved that Admiral Russel had behaved in his ommand with courage, fidelity, and prudence; and having voted that the um of one million, nine hundred and twenty-six thousand, five hundred nd sixteen pounds should be granted to their majesties for the expences of e navy, a motion was made to address his majesty to request him to constitute board of admiralty, composed of such persons as were of known experience n maritime affairs; but it was pleaded, undoubtedly, by the friends of ose already in office, that this would be a severe reflection on his ajesty's judgment, and the motion was consequently negatived.

Before we proceed farther with the history of the public transactions at is period, it will be proper to relate two extraordinary exploits at sea, hich occurred about this time; and which, though of a private nature, re fully deserving of record in the annals of British bravery.

On the 24th of February, 1692, a French privateer commanded by Cap- ain Fitzgerald, captured a small ship called the Friend's Adventure, be- onging to the port of Exeter; and on the 29th, took out of her the master nd five of his men, leaving none on board but the mate, Robert Lyde, f Topsham, a man of twenty-three years of age, and John Wright, a oy of sixteen, with seven Frenchmen, to navigate the ship to St. Malo. ut when they were off Cape La Hogue, a strong south-east wind drove hem from the French coast; upon which the man and boy, on the 6th f March, took their opportunity, when two of the Frenchmen were t the pump, one at the helm, one on the forecastle, and three sleeping n their cabins, to attack them. The mate, with an iron crow, killed one f the men at the pump, and knocked down the other with one blow, he boy at the same instant knocked down the man on the forecastle, nd then they secured the man at the helm. One of the Frenchmen, unning up from between decks to the assistance of his companions, as wounded by the mate: but the two others seized, and would have ecured the latter, if the boy had not come up quickly to his assist- nce, and, after a sharp struggle, killed one, and granted the other quar- er. Having thus made themselves masters of the ship, they put the two ho were wounded into bed, ordered a third to attend them, and se- ured them between decks; one they kept bound in the steerage, and the emaining man they employed to navigate the vessel, which, on the 9th f March, they brought safely into Topsham, with five prisoners on oard.

About the same time one captain Richard Griffith, and his boy John

Codanon, recovered their sloop, called the Tryal, from five Frenchmen put on board them by a captain of a man of war, and having wounded three, and forced all five down into the hold, brought the vessel, with their prisoners, safe into Falmouth. These, though strong testimonies of daring resolution, yet at the same time shew, how much our trade was exposed to the French privateers: when their grand fleet was blocked up in their ports; and, indeed, the circumstance of our loseing so many ships, after so great a victory at sea, excited much clamour, especially among the merchants.

The clamour that had been raised by the late failures, and the zeal the parliament had displayed for the sea service, induced the king to devote great attention to the sending out the fleet in good condition, early in the spring: but it soon appeared, that, though Admiral Russel had so completely vindicated himself, and triumphed over his enemies, his victory cost him very dear, for the king, conceiving the latter had shewn more regard to his own honour and interest, than to his majesty's service, resolved to lay him aside; and accordingly, in the month of January, instead of appointing an admiral and commander-in-chief, he granted a commission to Henry Killegrew, Esq. Sir Ralph Delaval, and Sir Cloudesley Shovel, to execute that office; and, soon after, his majesty made George Rooke, Esq. vice-admiral, and Matthew Aylmer, Esq. rear-admiral of that squadron. John Lord Berkley, vice-admiral, and David Mitchell, Esq. rear-admiral of the blue. His majesty after this went down to Portsmouth, to take a view of the state of the place and its fortifications, and to examine in person into the condition of that part of the fleet which was then there. On this occasion, his majesty went on board the ship where Vice-admiral Rooke had hoisted his flag, and conferred the honour of knighthood upon that admiral; after which he returned to London very well satisfied as to the condition of the fleet at Spithead. On the 12th of April, the right honourable Anthony, lord-viscount Falkland; Sir John Lowther of Whitehaven, Baronet; Henry Priestman, Esq.; Robert Austeen, Esq.; Sir Robert Rich, Baronet; Henry Killegrew, Esq. and Sir Ralph Delaval, Knight; were appointed commissioners of the admiralty.

The war in Flanders requiring his majesty's presence, the admirals were instructed to make all possible despatch in getting out the fleet to sea, to endeavour to block up the enemy in their ports, especially in Brest, and to take all possible care of the merchants: five regiments of foot were put on board, with a view to the disembarkation at Brest, a scheme which was thought, by the ablest of our seamen, a very dangerous, and, at the same time an impracticable project. In spite, however, of all these exertions, they were not able to form a line of battle at St. Helen's till the 7th of May, 1693, which lost them the opportunity of blocking up either of the French squadrons.

When the English and Dutch fleets sailed, they made a formidable appearance; but it soon appeared that things were in their old condition; the admirals had not sufficiently explicit orders; and were too much divided in their opinions, to undertake any thing of themselves: so timorous and diffident, indeed, were they of their own power, that it was the beginning of June before they sailed; and even then they had no intelligence of the enemy's motions, but took their measures at random; the only decision they came to being, that Sir George Rooke should command the squadron appointed to convoy the Mediterranean fleet, which, from the supineness and neglect of the admiralty, had been lying waiting for many months for a convoy; and, accordingly, the rest of the fleet left Sir George Rooke, with the Straits squadron, on the 6th of June in the evening, about fifty leagues W. S. W. off Ushant, and returned to take up the cruizers, having all this time had no intelligence of the enemy. The lords of the admiralty at home, however, had an account directly from Portugal, of M. Tourville's coming into Lagos-bay, between Cape St. Vincent and Faro, with no less than one hundred and fourteen sail, great and small; and advice of this was instantly despatched to the fleet, which consisted now of sixty-nine ships of the line of battle.

On the 23d of June, a council of war was held at Torbay, in which it was resolved to bear away for Lisbon directly; and, to prevent all danger, orders where immediately despatched to Sir George Rooke. But, upon the 1st of July, another council of war was held, in which the flags came to a new resolution, which was, to submit it to her majesty, whether, if the French squadrons should sail north-about, the coasts of England might not be exposed to some insult during their absence.

This suggestion was, of course, quite sufficient to produce an order not to quit the coast; and from this weak and ruinous measure (to speak of it in the lightest terms it deserves) was the cause of all the evils that ensued.

We have before observed, that the grand fleet quitted Sir George Rooke on the 6th of June, 1693, without having any certain, intelligence either of the force of the French squadrons, or where they had sailed; which put that admiral under very great difficulties. It is true his squadron was very strong, consisting of no less than twenty-three men of war; but then the merchantmen, under his care, were nearly four hundred; and these not only English and Dutch, but

Danes, Swedes, Hamburghers, Flemings, &c. so that our reputation, as a maritime power, was, undoubtedly, in some degree staked for their safety.

Having left by the way the vessels bound for Bilboa, Lisbon, St. Ubes, and other places, the admiral continued his course for the straits, and on the 15th of June ordered the Lark, a sixth rate man of war, and a prime sailer, to stretch a-head of his scouts in Lagos-bay, to get what intelligence they could of the enemy; but, through some oversight in the captain, this was not properly executed. The next day, the scouts discovered two of the enemy's ships, and engaged them in the afternoon, till, perceiving, eight or ten sail under the cape, they thought fit to make sail and inform the admiral of what they had seen.

The admiral now called a council of war, in which he gave it as his decided opinion, that it would be prudent to lie by until the force of the enemy could be ascertained; but, unfortunately, this advice was over-ruled by a great majority, and the fleet continued its course.

On the 17th, about break of day, ten sail of French men of war were discovered, with some small ships, which were chaced by part of the English squadron, and a fire-ship taken. About noon, Sir George Rooke easily counted eighty sail of men of war; and sixteen of them, among which were three flags, plied up to the English squadron, while the vice-admiral of the white stood off to sea, that he might fall in among the merchant-ships.

The Dutch vice-admiral, about three o'clock, sent a message to Sir George Rooke, that being now sensible of the strength of the French fleet, he thought it absolutely necessary to avoid fighting. At this time they were within four miles of the enemy; and it was the sentiment of Sir George himself, that they were too far advanced to think of retreating; but considering afterwards, that, if the Dutch admiral had formed a right judgment, and both the squadron and the fleet under their convoy should suffer by this measure, the blame would fall on himself, he brought to, and stood off with an easy sail, that the Dutch, and the heavy ships, might work up to the windward; at the same time sending orders to the small ships, that were not likely to keep up with the fleet, to use their utmost endeavours, in the night, to put into the neighbouring ports of Faro, St. Lucar, or Cadiz.

The admiral and vice-admiral of the blue, with about ten sail of the enemy's fleet, gained upon the English squadron very fast; so that about six in the evening, they came up with two Dutch men of war, and some merchant ships of that nation. The men of war were commanded by the Captains Schrijver and Vander-Poel, made a most gallant and desperate defence, but were at last overpowered by numbers, and taken.

The admiral stood off all night, having a fresh gale at N. N. W., and the next morning found fifty-four ships about him; among which were only two Dutch, and one Hamburgher. Five sail of the enemy's ships appeared to the leeward, and two to the windward, which last dogged him all day. On the 19th, Sir George Rooke sent for the officers of the men of war, and merchant ships on board, in order to concert the most proper measures for securing the remainder. Most of the officers present were for going either to Lisbon, or bearing away for Ireland; but the admiral, considering that they had not water enough on board, and having also some hopes of meeting with part of his scattered fleet at the Madeiras, determined to sail thither.

Though the mischief done to both the English and Dutch trade in this unlucky affair was very great, yet it fell far short of what might have been effected; for, had the French admirals acted with judgment, it is difficult to imagine how one of our merchantmen could have escaped: as it was, besides four of the largest Smyrna ships, which M. Coetlogon burnt or sunk at Gibraltar, and seven which he took; M. de Tourville and the Count d'Estrees took two Dutch men of war, burnt a rich pinnace, and an English man of war; took twenty-nine merchant-men, and destroyed about fifty more, to the value, altogether, of nearly one million sterling.

The French, as usual, exaggerated to the utmost the advantages they had gained; and, to hide the mistakes of their admirals, a pompous account of the action was printed at Toulon, full of most extraordinary achievements, and swelling the losses of the English and their ally to sixty millions of livres, nearly three times the real amount. It appeared, however, that in reality the action redounded much more to the honour of the Dutch nation than the French; since, from their own accounts, it is acknowledged, that eighteen French vessels with difficulty mastered two of the States men of war. The Dutch, in their account of the affair, behaved with great modesty; and one of their journalists, in commenting upon it, says,—"This is certain, that they missed the greater part of the convoy; and that Sir George Rooke, upon this occasion, acquired infinitely more honour than those who commanded the French fleet. While the one, though unable to resist such as attacked him in the midst of threatening dangers, by his prudence, dexterity, and courage, saved the best part of the fleet committed to his charge; at a time that others suffered themselves to be deprived, by the superior skill of this admiral, of a booty, which, if they could have kept, fortune put into their hands."

The consequences of this engagement, however, were no less fatal to us than the action itself; for M. Tourville, to make amends for letting so great a part of the English fleet escape, resolved to do his utmost to take or destroy such ships as had retired into the Spanish ports.

With this view, he came, on the 20th of July, before Malaga; and sent a message to the governor, that if they attempted to defend the English and Dutch ships, he would bombard the town. The governor answered, he had the King of Spain's orders to protect them, and therefore he would do it to the utmost of his power. There were four Dutch ships and one English in the mole, which made a long and gallant defence, especially the Union Frigate, which the French twice attempted to burn, and were as often repulsed. But when it appeared impossible to preserve the ships any longer, against so unequal a force, the masters thought proper to bore holes and sink them.

To Cadiz they sent a squadron of fourteen men of war, and two bomb-ketches, and soon after followed with the whole fleet. But the English and Dutch ships immediately retired out of the road into the port, where they were so well protected by the cannon of the place, that the French were forced to content themselves with burning two ships they had intercepted. At Gibraltar, after an obstinate defence, several ships were burnt and sunk, together with a Dutch man of war which had sheltered there. It is now time to return to Admiral Rooke, and the care taken by him of the remainder of the fleet of merchantmen.

On his arrival at the Madeiras, he found there, the Monk, Captain Fairborne and no other ship. After taking in water and what else he had occasion for, on the 27th of June he sailed for Ireland; and, on the 29th of July, 1693, he arrived safely at Cork, with about fifty sail of ships of all sorts, men of war and merchant-men. Soon after his arrival he received orders to send six of the largest ships to the fleet, and to go with the rest to Kingsale. But Sir George, conceiving that little service could be expected from the latter, because they were in a very bad condition; determined to send them, under the command of Captain Fairborne, to Kingsale; and went in person with the six men of war to join the fleet, which had hitherto been very unsuccessful, having encountered very rough weather, and totally failed in getting any information of the French fleet, which they had hoped to intercept on their return from the Mediterranean. Our fleet had sailed also very indifferently furnished with provisions, upon a promise that these should be sent immediately after them. In the beginning of August, fifty vessels, laden with provisions, proceeded from the river Thames, under the convoy of two English and five Dutch men of war. But the fleet being forced from their station, they not only missed them but lost their convoy. They met, however, with Sir George Rooke's squadron, in its passage from Kingsale, and he brought them safe to the fleet on the 16th of August; and on the 25th of the same month, they had orders to return to St. Helens, where they put the four regiments, that had been on board the whole summer, on shore; and then the fleet dispersed, having done but little for the honour of the English nation.

On the 19th of September, 1693, fifteen Dutch ships of the line of battle, and two frigates, were ordered by his majesty to Holland; and twenty-six men of war, and seven fire-ships, were assigned for the winter guard of our coasts.

From the lateness of the season, it was not expected that any naval operations would be attempted this year; but it was soon discovered that a secret expedition was preparing, which was intended to humble the pride of the French a little, they having exulted beyond all bounds, over us, on their capture of the Smyrna fleet. The command of this service was entrusted to Commodore Benbow, who, in conjunction with Captain Philips, the engineer, with a squadron of twelve men of war, four bomb-vessels, and ten brigantines and well-boats sailed, on the 13th of November, for St. Malo, where they arrived on the 16th, and about four in the afternoon anchored before Quince-fort. Three of the bomb-vessels, with the brigantines and well-boats, anchored within half a mile of the town. About eleven they began to fire, and continued firing till four in the morning, when they were constrained to warp to prevent grounding. On the 17th they went in again, and threw seventy bombs that day. On the 18th they landed on an island near the town, and burnt a convent. On the 19th, being Sunday, they lay still till the evening, when, by the favour of a fresh gale of wind, a strong tide, and a very dark night, they sent in an extraordinary fire-ship, which the French writers agree in stating, to have been one of those dreadful machines called Infernals; but which was in reality a fire-ship, contrived to operate when moored close to the town walls. It was a new ship, of about three hundred and fifty tons. At the bottom of the hold were a hundred barrels of gunpowder, which were covered with pitch, tar, rosin, straw, sulphur, and faggots: over these were cross beams to give air and vent to the fire; and upon the beams lay three hundred carcasses, filled with grenadoes, chain-shot, iron bullets, pistols loaded and wrapped in linen pitched over, broken glass bottles, and iron bars. This terrible vessel was intended to have totally destroyed the town; and, but for an accident, would undoubtedly have accomplished it; but, when within pistol-shot of the spot where they intended to moor, she struck upon a rock; and the engineer, finding it impossible to get her off, and fearing she might sink, set fire on her. The sea water, which had penetrated in many places, prevented the carcasses from taking fire, yet the explosion was terrible beyond description; it shook the whole town like an earthquake; broke all glass and earthenware for three leagues round; and struck off the roofs of three hundred houses. The most extraordinary thing of all, however, was, that the capstern of the vessel, which weighed two hundred weight, was carried over the walls, and beat a house it fell upon down to the ground. The greatest part of the walls toward the sea fell down also; and if there had been a sufficient number of land troops on board, the place might with ease have been taken and pillaged. As it was, they demolished Quince-fort, carried off eighty prisoners, and frightened most of the people out of the town.

The French accounts say, that the engineer who contrived this vessel was blown up with her, the body of a well dressed Englishman, having in his pocket a journal of the expedition, &c., having been found on the shore; but it appears they were wrong in their conjectures, he being only a mate of one of the vessels.

This expedition was both well-timed and well executed. The inhabitants of St. Malo had long been famous for fitting out the most troublesome of the French privateers, and were, therefore, particularly obnoxious to the English; but, independent of their correction, it dissipated the arrogant dreams of the whole French nation, (who, presuming upon their late successes, had begun to think themselves monarchs of the sea) and shewed them what a small English force could do, when commanded by men of courage and experience.

The king returned to England in the latter end of October, 1693; and early in the following month, declared his resolution of again employing Admiral Russel at sea. On the 6th of the same month, his majesty opened the sessions of parliament with a speech, which began as follows:— "I am always glad to meet you here, and I could heartily wish that our satisfaction were not lessened at present, by reflecting upon the disadvantages we have received this year at land, and the miscarriages in our affairs at sea. I think it is evident, that the former were only occasioned by the great number of our enemies, which exceeded ours in all places. For what relates to the latter, which has brought so great a disgrace upon the nation, I have resented it extremely; and, as I will take care that those who have not done their duty shall be punished, so I am resolved to use my utmost endeavours that our power at sea may be rightly anaged for the future. And it may well deserve your consideration, hether we are not defective both in the number of our shipping, and in roper ports to the westward, for the better annoying our enemies and otecting our trade, which is so essential to the welfare of this kingdom."

pon this the house of commons came unanimously to a resolution, that ey would support their majesties and their government; enquire into the iscarriages of the fleet in the preceding summer; and consider of all ssible ways and means for preserving the trade of the nation.

The house of commons, to shew they were in earnest, examined all the adirals strictly, particularly Sir George Rooke who was so ill as to be scarce- able to speak, and so lame of the gout, that a chair was set for him at the r of the house. On the 17th of November they came to a resolution, That, upon examination of the miscarriage of the fleet, this house is of inion, that there hath been a notorious and treacherous mismanagement that affair." Yet, afterwards, a negative was put on a resolution to nsure the admirals commanding in chief; and, by degrees, after much ise and clamour, the matter blew over.

The following extract, from Bishop Burnet's history, will place this matter in clear and just light:—" The inquiry into the conduct at sea, particularly ith relation to the Smyrna fleet, took up much time, and held long. Great xceptions where taken to the many delays, by which it seemed a train was id, that they should not get out of our ports, till the French were ready o lay in their way, and intercept them. Our want of intelligence was uch complained of; the instructions, that the admirals who commanded the fleet had received from the cabinet council, were thought ill given, and yet worse executed. Their orders seemed weakly drawn, ambiguous, and defective; nor had they shewed any zeal in doing more than strictly to obey such orders: they had very cautiously kept within them, and been very careful never to exceed them in a tittle. They had used no diligence to get certain information concerning the French fleet, whether it was still in Brest, or had sailed out. But in that important matter they had trusted general and uncertain reports too easily. Nor had they sailed far enough with Rooke to see him past danger. To all this their answer was, that they had observed their orders: they had reason to think the French were still in Brest; that therefore it was not safe to sail too far from the coast of England, when they had, as they understood, ground to believe, that they had left behind them a great naval force, which might make an impression on our coast, when they were at too great a distance from it. The getting certain intelligence from Brest was represented as impracticable. They had many specious things to say in their own defence, and many friends to support them: for it was now the business of one party to accuse, and of another to justify their conduct. In conclusion, there was not ground sufficient to condemn the admirals, since they had followed their instructions: so a vote passed in their favour."

Although the admirals escaped direct censure in this affair, the house of commons was struck with astonishment and alarm, at the evident mismanagement which was proved to exist in our naval administration. In particular, it appeared that no less than the sum of one million, thirty-six thousand, four hundred and fifteen pounds, was due for seamen's wages; which undoubtedly reflected great dishonour on the nation, and sufficiently accounted for the general unwillingness of sailors to enter into the public service.

To remedy, in part, this great evil, the house voted five hundred thousand pounds towards discharging this debt, and two millions for the supply of the fleet in its intended operations.

His majesty also made several satisfactory changes in the ministry, it appearing very plainly, during the enquiries, that a great part of our late failures was owing to the treachery of some dependents of great men, who had constantly conveyed to the enemy intelligence of all our motions.

Before we enter upon the naval operations of this year, 1694, we must return back to relate the unfortunate expedition of Sir Francis Wheeler, who was sent, in the month of November, with a squadron of twenty-five men of war and frigates, in conjunction with a Dutch vice-admiral and his squadron, to the Mediterranean, where he had instructions to use his utmost endeavours to procure the safe return of the Plate fleet into Cadiz; then he was to leave a sufficient convoy for bringing home the ships in that port to England: he was next to convoy the Turkish ships as far as the channel of Malta; then, in conjuction with the Spanish fleet, he was to annoy the enemy's trade, till he judged his detached ships were about to return; and, after joining them at the appointed place of rendezvous, he was to bring back with him all the merchant-ships ready to sail from any of the ports in the Straits, or from Cadiz.

On the 4th of December, the admiral sent the ships bound to Oporto thither under a convoy, as two days after he did those bound for Lisbon and St. Ubes; and arrived on the 19th of January in the bay of Cadiz; having lost company in his passage with only one of a hundred and sixty-five ships which sailed with him from England. On the 25th of January, rear-admiral Neville joined him with the ships he had ordered to cruize off Cape St. Vincent, together with the convoys which the French had failed in their attempt to intercept. Sir Francis Wheeler, upon this, appointed a squadron of four English, and the same number of Dutch men of war, with a fire-ship, under the command of Vice-admiral Hopson, to bring home the merchant-ships that were ready; and on the 10th of February, sailed with the rest of the squadron to execute the remaining part of his instructions. On the 17th of the same month, being off the bay of Gibraltar, and having been driven out of the straits-mouth, a storm arose, which increased till the 19th in the morning: when the admiral, seeing the Gut, stood away for it, and made a proper signal to the rest of the fleet, and was followed by Vice-admiral Callemberg, who first saw his signal, and other ships. But they, having the bay of Gibraltar open, and in all probability mistaking it for the straits-mouth, put in there, and it being a lee shore, foul ground, and their sails ungovernable, they were forced to let go their anchors, of which many were lost, and eleven of their ships, amongst which was the Cambridge, of seventy guns, run on shore, and were lost. The Sussex, on board which the admiral was, foundered at sea, and himself, with all his crew, to the number of five hundred and fifty were lost, only two Turks escaping. The admiral's body was soon after found on a sand-bank, in his shirt and slippers; from which it was supposed, that, seeing the ship about to sink, he intended to have thrown himself into the sea, and attempt to save himself by swimming. The whole squadron suffered extremely, and were obliged to remain, by contrary winds, a long time at Gibraltar; and, at length, in the beginning of May, sailed for Cadiz. In the mean time, Vice-admiral Hopson, in pursuance of the orders before-mentioned, sailed with the homeward-bound ships, and rrived safely off the Lizard on the 5th of April, 1694.

We have already mentioned King William's expressed determination, after his return from Flanders, was again to employ the brave Admiral Russel; and accordingly, the latter was appointed admiral and commander-in-chief of the fleet, and was likewise included in a new commission of admiralty.

It was now resolved upon that a formidable attempt should be made on the French coast; and, in case it succeeded, that a strong fort should be erected on a promontory which would command Brest, and prevent, for the future, the French assembling their fleets in that harbour: and it was also proposed to send a strong fleet into the Mediterranean, at once to assist the King of Spain, and prevent the Toulon squadron from getting out to sea.

On the 1st of May, Admiral Russel took the command of the fleet at St. Helens, which consisted of fifty-two English, and forty-one Dutch ships of the line, besides frigates, fire ships, and other smaller vessels. On the 3d, the admiral sailed with the grand fleet, leaving Sir Cloudesley Shovel with a strong squadron at Portsmouth, in order to embark the land forces; and was soon after informed by the captain of a Swedish ship, that there lay in Bertaume-bay, a fleet of French merchantmen, bound to the eastward; upon which he immediately detached Captain Pritchard in the Monmouth, together with the Resolution and Roebuck fire-ships, with orders to take or destroy them. Accordingly, by five o'clock the next day, they saw several ships behind a point of land near Conquet-bay, which, upon a signal given from one of their scouts, immediately put to sea. In the mean time Captain Pritchard pursued the man of war that was their convoy, and forced her to haul in with the shore, and run against the rocks under the outermost castle; and this man of war proved to be the Jersey frigate, which the enemy had taken from us in the West Indies, and which soon after blew up, together with two sloops of ten and sixteen guns. The merchant-ships were in all about fifty-five sail, of which thirty-five were burnt or sunk; their lading being for the most part salt, wine, and brandy. Some few days after, two other ships took and destroyed seventeen French vessels laden with corn and other provisions.

The admiral returned back again to St. Helens by the time he judged that Sir Cloudesley Shovel could have executed the orders he had left with him; and finding every thing ready, he sailed with the whole fleet on the 29th of May, having before given the necessary directions for the squadron that was intended for the Brest expedition, and which was to be commanded by Lord Berkley. On the last day of the month, a council of war was held on board the Brittania; in which it was resolved, that the fleet designed for Brest should immediately proceed to Camaret-bay, and should land the forces on board under the direction of Lieutenant-general Talmash; and, on the 5th of June, the Lord Berkley parted, with his squadron, from the grand fleet, having with him twenty-nine English and Dutch men of war of the line, besides small frigates, fire ships, machines, tenders, well-boats, and five bomb-ketches. On the 7th the fleet came to an anchor in Camaret-bay and the bay of Bertaume, the French playing upon them with bombs from four batteries. The Marquis of Cærmarthen demanded leave of the admiral to go into Camaret-bay, to observe the situation of the enemy. On his lordship's report, it was resolved to send in five English and as many Dutch frigates, to cover the boats while landing.

One of these, however, the Richmond, deserted the post assigned her, and the Marquis of Cærmarthen carried in the other five, and posted them in their proper places, which was a most dangerous service; since, at their going in, a bomb broke over the Monk, a great piece of which struck through her poop, and two decks more, and came out again into the water, killing three marines, and one of them by the side of the marquis. So soon as the Monk got into the bay, and the rest of the ships were properly disposed, they were surprised to find themselves played upon from three batteries, not one of which was discovered till they felt the shot from it. They, however, returned the fire with great spirit; and covered the troops in their landing, which was not, however, performed with that regularity which might have been expected.

The French had, indeed, been so well informed of our design, and such strange delays had been made in embarking the forces; that they were every where covered by impregnable entrenchments; and supported by a body of regular troops much more numerous than our forces. This was represented to Lieutenant-general Talmash, and he was advised not to expose himself or his men: to which he answered; "This advice comes too late: the honour of the English nation is at stake, and therefore I must and will land. I know that I sacrifice my myself and the men; but it is necessary, and must be done, that both our enemi and allies may know, that even desperate undertakings cannot daun English courage."

He embarked on board the small vessels, with about eight hundred men, and landed as many of them as he could, but several of the well-boats grounding, all that were in them were either killed or wounded before they could get to the shore; and those who did land were very soon driven back to their boats. Among the wounded was Lieutenant-general Talmash himself, who received a shot in his thigh; of which he soon after died.

The Marquis of Cærmarthen, afterwards Duke of Leeds, who behaved with invincible courage in this disastrous action, did ample merit to the brave officers and men employed; and gave it as his decided opinion, that, if the English force had been double what it was, the attempt would have failed, the French being so well prepared for, and possessing such advantages over us. The following is an extract from his account of the affair:—

"My Lord Berkley, during all this expedition, has had a great deal of unusual trouble, by reason of the embarkation of the soldiers; notwithstanding which, both by his advice at councils of war, and issuing of orders, which his lordship hath done very methodically, he hath behaved himself, in my opinion, with all the conduct and prudence that could be expected from a gentleman in his station.

"Lieutenant general Talmash, the Earl of Macclesfield, my Lord Cutts, and all the officers of the land service, I think, have shewn all the forwardness and readiness imaginable, for the attempting any thing that was possible to be done on this occasion. There are no officers of note that I can hear of killed in this action, except Monsieur Lamotte, and Lieutenant-general Talmash, who died the Tuesday following, of a wound he received in his thigh; but there are several captains and other officers either killed or taken, of whose names I am as yet ignorant."

It was with extreme difficulty that the vessels were got out of the bay. The Monk, on board which was the brave marquis, whose words we have just quoted, had not either a sail or a yard left, but was obliged to be towed out; and a Dutch frigate, called the Teesep, was left behind, having twelve feet water in her hold, and all her crew killed but eight men: and of half an English company of soldiers that were on board her, only an ensign, a drummer, and one private man, escaped death. The total loss upon the occasion, was computed at seven hundred of the land-forces, killed, wounded and taken; and four hundred killed and wounded on board the ships.

After this unfortunate attempt, Lord Berkley sailed immediately for our own coasts, and arrived on the 15th of June, 1694, at St. Helens. There they found the queen's orders to call a council of war, to consider how the ships and troops might be best employed. After several consultations, it was resolved to make some attempts on the coast of Normandy. Advice of this being sent to court, and an answer being returned on the 27th of June, it was resolved, in another council of war, first to bombard the town of Dieppe; and then to proceed along the French coast; and, in pursuance of this resolution, they came before that place, but were prevented doing any thing, by exceeding foul weather, until the 12th of July; when they began about nine in the morning to play upon the town of Dieppe, and continued without ceasing till about nine at night. About eleven, they sent in one of their machines which the French call infernals, with an intent to burn the pier; but several vessels full of stones being sunk before it, rendered that attempt ineffectual.

Captain Dunbar, a Scotch gentleman, who commanded it, acquired immortal honour by his intrepidity on this occasion; for the train not taking effect as was expected, he returned on board, and set fire to the fuzee a second time, for which he and those who went with him were deservedly rewarded. They continued the bombardment till day-light; and the treets being narrow, and most of the houses built of timber, the town vas on fire at twenty places at once; so that the greater part of it was onsumed to ashes.

After the bombardment of Dieppe, the English squadron sailed along ıe coast. On the 15th, about noon, Lord Berkley arrived at Havre de race, and about four o'clock he began to bombard it; but as the wind ontinued blowing all the time directly from the shore, the English were ot able to do much, though they remained before the place, which threw ll the adjacent country into a terrible consternation: and on the 21st, the rind being favourable, the small craft and bomb-vessels were sent in, and ontinued bombarding the whole night; by which a third part of the town ras burnt down; a great part of the wall demolished; and abundance of oor people killed.

All this, of course, was not achieved without loss on our side; and, ı fact, our squadron finding itself in no condition to undertake any ıing more, returned to St. Helens to refit; having first made their appearance off La Hogue, and given the enemy all the annoyance in their ower.

On the 27th of August, Lord Berkley returned to London; and the ommand of the fleet, which consisted, at this time, of only frigates and nall vessels, devolved on Sir Cloudesley Shovel, who sailed to the owns in the beginning of the following month, and was there joined by Ir. Meesters, the inventor and director of the machines called infernals; ho had been into Flanders, to procure pilots who would undertake to onduct the squadron into the road of Dunkirk, so far as to destroy the nemy's ships that lay there.

The small ships were placed under the command of Captain Benbow, rho was directed to follow the instructions of Mr. Meesters; but the ilots, when he had collected twenty-six in number, either through reachery or ignorance, quite disappointed the expectations of the atter.

On the 12th, however, Sir Cloudesley Shovel appeared before the town f Dunkirk, with thirteen English and six Dutch men of war, two bomb-ressels, seventeen machines, and other small craft. In the evening Captain Benbow went in, and sounded the western channel, notwithstanding a prodigious fire from the ships and the citadel: and the next day all the boats and small vessels were sent in again, with the Charles galley, and two bomb-vessels.

In the afternoon, two of the machines, or infernals, were sent in. The first took fire before she was near enough to do any execution; but the mour of the English nation was at stake, applied himself to this new ment with such diligence, that never men were better furnished ovisions and wine: nor did the admiral, when he found it neces- y, make any scruple of engaging his personal credit and private estate, for the service of his country.

While the fleet continued before Alicant, the admiral despatched a squadron of ten sail, under the command of Rear-admiral Neville, with orders to cruize between the island and the Barbary coast, as well to intercept any French vessels that might pass that way, as to procure wood and other necessaries for the fleet. Soon after this, the admiral falling ill of a fever and bloody flux, he devolved the care of the fleet on Vice-admiral Aylmer: but though in a very weak state of health, the admiral very soon resumed the command of the fleet, with which he proceeded to Cadiz, where he arrived on the 8th of November, 1694, and took all the necessary precautions to prevent the French from passing the Straits.

While he continued there, the Spaniards sent him frequent advice of the French fleet being ready to quit Toulon. The knowledge the latter had of Admiral Russel's force, and his diligence, had such an effect on the mind of M. Tourville, that he could not be prevailed on to risk the ships under his command.

The death of Queen Mary, which happened on the 21st of December, 1694, for a time, greatly damped the spirits of the people, and gave the enemies of the present administration an opportunity of harrassing them, by pretending to consider that the parliament was by this event dissolved, which would, at this period, have thrown the nation into the greatest confusion.

The fallacy of this assumption, however, was soon proved; for, although the writs were issued in the joint names of both their majesties, yet the executive part of the government was vested in King William only; and, therefore, the calling of a parliament could be considered as the special act of the king only. Upon this principle, therefore, the present parliament continued their deliberations; and the opposition then took upon themselves to censure the ministry, for sending Admiral Russel with so great a fleet into the Mediterranean; keeping him there for so long a time; and directing him at last to winter in those parts; which was said to be contrary to the interest of the nation. The house of lords justified this measure, by a very warm address to the throne, in which they say, "That the sending so great a fleet into the Mediterranean, and continuing it in those parts, has been to the honour and advantage of your majesty and your kingdoms: and having spent some time upon consideration of the condition of the other, which was the biggest, went in boldly, and advanced very near the mole-head; the tide, however, set her on one side, so that she drove a cable's length, and then blew up. It was found, that the French had, as usual, received early intelligence of this design; and, by driving piles before the pier-head, and sinking ships on the back of the westernmost one, had secured themselves against all attempts of this kind. Sir Cloudesley Shovel, therefore, sailed away immediately for Calais, and on the 17th sent the bomb-vessels in, and threw so many shells into the town, that about forty houses were ruined; but a storm coming on, which continued two days, the admiral was forced to retire; and returned with his whole squadron into the Downs, whence the bomb-vessels and machines were sent into the Thames.

We must now return to Admiral Russel, who sailed with the grand fleet, as we have remarked, on the 6th of June, 1694. He arrived on the 25th off the rock of Lisbon, and thence sent orders to Rear-Admiral Nevile, to join him, which he did, with the Dutch Vice-admirals Callemberg and Evertzen, with sixteen ships of the line, which increased the number of those in the fleet to sixty-three. The admiral then resolved to steer immediately for Barcelona, in order to save that city, and the province of Catalonia, from falling into the hands of the French, who at that time had a numerous army, and a great naval force under the command of M. de Tourville, before that place.

The French admiral had no sooner intelligence of the approach of our fleet, than he retired precipitately from. before Barcelona, and soon after shut himself up in the port of Toulon. The siege of Barcelona, too, was raised, to the infinite joy of the King of Spain, who testified his gratitude for this signal assistance, in the warmest and most public manner possible.

Our admiral, indeed, found the Spanish affairs in the most distressed condition imaginable; and stated this in a letter to the king, at the same time offering the Viceroy of Catalonia, to do all that was in his power for his assistance; but the demands made by the viceroy were, however, excessively unreasonable, and what the admiral was able to do could not much benefit him; which, together with an apprehension of provisions growing short, induced the admiral to make the necessary preparations; and he was on the very point of quitting the Spanish coast, when he received an order under his majesty's sign manual, directing him to winter at Cadiz. This embarrassed him extremely, because no care was taken to send commissioners for victualling; so that this fell entirely upon the admiral, who, considering the importance of the service, and how far the honour of the English nation was at stake, applied himself to this new employment with such diligence, that never men were better furnished with provisions and wine: nor did the admiral, when he found it necessary, make any scruple of engaging his personal credit and private estate, for the service of his country.

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A considerable supply being sent to the fleet in the beginning of the year, Admiral Russel resolved to send a small squadron up the Straits, under the command of Captain James Killegrew. In their cruize, on the 18th of January, 1695, they discovered two French ships, viz. the Content, commanded by the Marquis du Chalard, of seventy guns, and the Trident, under Count d'Aulnoy, of sixty guns, between Cape Bona and the island of Pantalarea, on the Barbary coast. It was four in the afternoon before Captain Killigrew, in the Plymouth, could come up with them; and she alone engaged both the French ships for more than an hour, in which time Captain Killigrew was killed by a cannon-shot. The Falmouth, Captain Grantham, then came up, who engaged them for nearly another hour, till the other four English frigates came in; whereupon the French separated: the Carlisle, Newcastle, and Southampton, pursued the largest one; and the Falmouth and Adventure the other; the Plymouth being forced to bear away for Messina, having lost her fore-top-mast, and her other masts and rigging being very much shattered. The French made a running fight the night following, and part of the next day, when, their ships being disabled, and the Count d'Aulnoy and many of their men killed, they both surrendered. One of them, the Trident, being leaky,

e English sent her to Gorgonti, and carried the Content to Messina, where
ey arrived the 2d of March. The Plymouth had fourteen men killed,
d thirty wounded, and about twice that number were killed and wounded
board the rest of the ships.

Of the brave Captain Killegrew, who was buried at Messina, with all
honours due to his station and supreme merit, the following character-
ic anecdote is recorded: When his vessel, the Plymouth, overtook the
ntent, the whole of the French crew were engaged in prayer, and con-
uently he might have poured in a broadside with great advantage.
is, however, he refused to do, with this remarkable expression: "It is
neath the courage of the English nation, to surprise their enemies in
h a posture."

In the beginning of April, the land forces, consisting of about four
usand five hundred men, under the command of Brigadier Stuart,
ned the fleet, together with a great number of victuallers, and twelve
mb-vessels; and soon after the fleet sailed for Barcelona, where they
ived early in May; and as unprepared as ever to co-operate with them,
assist themselves. In the middle of the month of July, the Marquis
Gastanagna, the Spanish governor of Catalonia, resolved to attempt to
ake Palmos from the French; and, accordingly, paid Admiral Russel a
it on board the fleet, to request his assistance. In consequence of this,
confederate forces, consisting of four thousand English and Dutch,
re landed; the former under Brigadier Stuart, the latter under Count
ssau.

This was on the 9th of August, and it was the next day before they
ned the Spanish army, the very sight of which was sufficient to dis-
rage them. They were, indeed, in want of every thing; and, if our
ople had not by accident brought with them some pick-axes and shovels
shore, they could not have intrenched themselves; which was very
cessary, since the French had a strong garrison in Palamos, and an
ny at least equal to that of the Spaniards, within sight of the place.
e bombardment, however, succeeded so well, that the greatest part of
town and castle were destroyed; but the admiral, being informed that
French fleet were coming out of Toulon, thought proper to reimbark
forces, and to sail for the coast of Provence, in order to watch the
tions of the enemy.

After his departure from the coast of Catalonia, the admiral met with ex-
eding bad weather; and finding, also, that his intelligence as to the
signs of the French had not been correct, he thought it advisable to
tire down the Straits; and arrived, toward the latter end of the month of

September, in the bay of Cadiz. Here, having taken every precaution to secure our trade from interruption, and given instructions to Sir David Mitchel, rear-admiral of the red, who was to be left with a squadron of three and twenty ships of the line, besides frigates and bomb-vessels, he resolved to return with the rest of the fleet to England, most of the great ships being very foul, and many of them but very indifferently manned; and accordingly, arrived in November with twelve sail of great ships, exclusive of the Dutch, a frigate or two, and some fire-ships, on our own coast.

During the time that Admiral Russel had been thus employed, another expedition, commanded by Admiral Lord Berkley, had been undertaken against St. Malo. At Spithead Lord Berkley was joined by the Dutch admiral, Allemande, with the squadron under his command; and some delay took place, from the latter acquainting Lord Berkley that he had the king's orders to make the first attempt upon Dunkirk. A council of war was called, in which it was proposed that the Dutch force should separately pursue this project; but they, deeming it impracticable, declined; and at last, on the 23d of June, the whole fleet sailed for St. Malo, before which place Lord Berkley arrived, with all the ships under his command, on the 4th of July, and immediately began to bombard Quince-fort to the westward, and the battery, raised by the enemy to the eastward, on point Danbour. The first service was entrusted to Colonel Richards, who had three English and two Dutch bomb-vessels under his command; and the latter was committed entirely to the Dutch, who employed therein four bomb-vessels for many hours. On the 5th, every thing being ready to attack the town, Lord Berkley, about four in the morning, gave the signal. Upon which Captain Benbow went on board the Charles galley, and hoisted a flame-coloured flag; and immediately after, the English and Dutch frigates, appointed to guard the bomb-vessels, entered the channel, and came to an anchor within a mile and a half of the town, having Colonel Richards, with the bomb-vessels, in a line before them. About six the bombardment began. All this time the enemy had fired very warmly from the shore, from the batteries in the island of Danbour, Fort-Vauban, Fort-Royal, Fort-Quince, &c. their gallies and boats rowing sometimes so near as to gall with their small shot the line of bomb-vessels. The bombardment, however, was so vigorously pursued, that about eight o'clock a great fire broke out in the east part of the town, and vast clouds of smoke were seen ascending in several places.

An English and Dutch fire-ship soon after set the wooden fort on the Quince rock on fire, which burnt for two hours; and, about four in the afternoon, a great fire broke out in the west part of the town. By seven in the evening the bomb-vessels had spent their whole cargo of nine thousand bombs and carcasses, and the signal was accordingly made to put to sea; the bombardment having lasted somewhat more than eleven hours, with all the success that could possibly be expected; a great part of the place being burnt, and the enemy reduced to the necessity of blowing up several houses, to prevent the whole from being destroyed.

Our forces on this occasion consisted of fourteen English and four Dutch men of war, fourteen flat bottomed boats, nine galliots, and two brigantines; and our loss was comparatively small, being sixty men killed and wounded; and one bomb-vessel, which was so shattered that it was considered necessary to burn her; two boats, and two or three barks sunk.

The French feigned to make very light of this affair, though they exaggerated our force into seventy sail, of which twenty or thirty were line of battle ships.

The same historian, however, acknowledges that nine hundred bombs were thrown into the town, which, he says, burnt ten or twelve houses, and damaged thirty or forty others. When, however, it is considered that St. Malo was an old town, its streets very narrow, and the houses built chiefly of wood, it is hard to conceive how so many bombs could fall with so little effect; unless, indeed, we believe as a Dutch journalist at the time warmly observed, they had trained up the numerous dogs which the inhabitants keep to guard their houses, to take up the bombs in their teeth as soon as they fell, and run away with them out of the town.

After this affair, a small squadron, consisting of eight frigates, and the same number of bomb-vessels, were detached, under the direction of Captain Benbow and Colonel Richards, to Granville, a place of considerable trade, before which they anchored about nine in the morning of the 8th of July; and, in an hour after, commenced bombarding, which they continued, without intermission, till six in the evening, when the whole squadron bore away, leaving the town all in flames.

The fleet soon after appeared before Havre de Grace; not with any design to attack it, but merely to alarm and harrass the enemy: they then sailed for Portsmouth, in order to make the necessary preparations there for an attempt upon Dunkirk; and, on their arrival, four hundred soldiers were immediately embarked, and Mr. Meesters received orders to prepare his machines, (the infernals) on the success of which the whole affair depended. But, whether through his delay, or from some other accident, the month of July expired before the attempt upon Dunkirk was made. On the 1st of August, about nine in the morning the bombardment began; and at two in the afternoon, four smoke-ships were sent in, which were burnt to little or no purpose. The bomb-vessels, however, continued firing till five, and then with the frigates, &c. were ordered off. Several of the shells fell into the rise bank, and upon the pier-heads, and three of the enemy's half-gallies were sunk.

The French, however, had made such great preparations for their defence, with boats, booms, chains, piles, and pontoons, with guns upon them, as rendered this attempt altogether impracticable; added to which, there appears to have been either a great want of skill in Mr. Meesters, or some misunderstanding between him and some of the sea-officers; which is the more probable, since he deserted the service in the night, and could not be prevailed on to take any share in the subsequent attempt upon Calais. Notwithstanding this disappointment, the admiral, Lord Berkley, resolved to prosecute his orders, and coming before Calais, it was determined to endeavour first of all to burn a wooden fort erected at the entrance of the pier heads, which was furnished with fourteen heavy cannon; and defended the entrance of the place. On the 17th of August the bombardment began with such success, that by noon the place was on fire in several parts; and it was continued till about five in the afternoon, by which time six hundred shells were thrown into the place. The magazine and the rise-bank were entirely burnt; several houses destroyed; and many more very much damaged; yet, notwithstanding all the efforts of the enemy, and a prodigious fire from their batteries, we suffered very little loss; only Captain Osborne, who commanded the Aldborough ketch, was killed by a cannon-ball.

This was the last attack of the kind that was made this year; and not only the English, but the confederates in general reaped very considerable advantages, from their ruining in this manner all the enemy's coasts, while their squadrons were shut up in their ports: yet it appeared very plain that much more might have been effected, but for the want of unanimity between the officers and engineers, which had too often defeated their best laid projects. It appeared, however, so plain to the council, that, with proper management, the French ports might be entirely ruined by this system of bombardment, that it was resolved still to pursue it; and instructions were accordingly given to Mr. Meesters, to provide carefully for the supply of his machines, as also to secure a sufficient number of experienced pilots, the want of which had greatly contributed to the failure of both the attempts on Dunkirk.

While, however, we are thus particular in relating the success of the ritish arms, we must not omit to mention that some events of a contrary ature happened at sea about this period; of these, the most prominent as the mishap of the Marquis of Caermarthen, who, being stationed off e Scilly islands, was so unlucky as to mistake a fleet of merchantmen r the Brest squadron; whereupon he retired immediately into Milford-aven, and thus exposed the Barbadoes fleet in such a manner, that many f them were lost; two East India ships were taken at sea; and three ore were either burnt or taken near Galway in Ireland, by some privaers acting under King James's commission. These five ships were said be worth a million; and the loss of them raised a great clamour among e merchants.

In this year, (1695) several extraordinary and successful acts of courage ok place; which, though of a private nature, it would be unjust not to cord. On the 30th of May, one William Thompson, master of a shing boat belonging to the port of Pool in Dorsetshire, was fishing near e island of Purbeck, with only one man and a boy, when a privateer f Cherbourg bore down upon him; and he made ready to defend itself the best way he could with two little guns, which he had mounted, d some small arms; with this inconsiderable force, he in a little time ounded the captain, the lieutenant, and six more of the French, which discouraged the rest, that they bore away. Thompson, however, in turn gave chace to the privateer, fired upon her for two hours together, d at length made the enemy strike, beg for quarter, and surrender; and us victorious, brought away the sloop with fourteen prisoners, of which e captain was one, having left two more at Corfe-castle, and carried her to Pool harbour. This privateer had two pattareroes, several small arms d grenadoes, and sixteen men. For this gallant exploit, the lords of the dmiralty gave Captain Thompson a gold chain and medal, of the value f fifty pounds, and made him a present also of the vessel he had taken. like chain and medal was soon after bestowed on Mr. Williams, who as master of a fishing-smack belonging to Whitsun-bay, for retaking veral vessels after they had fallen into the hands of French privateers. aptain Peter Jolliffe, was honoured also with the same reward; for, eing in a small hoy, called the Sea-Adventure, and perceiving a French rivateer off the island of Purbeck make prize of a fishing-boat belonging Weymouth; he boldly attacked him, though of three times his strength; nd having obliged him to quit his prize, forced him on shore near the own of Lulworth, the people of which made themselves masters of the essel, and took the crew prisoners.

In the beginning of the year 1696, the French king formed a project of invading England, in order to restore King James to the throne; and the first indication which appeared of his design, was the sailing of a large fleet of victuallers, escorted by seventeen men of war, for Dunkirk. Five hundred transports were soon after provided, with great secrecy; and an army of twenty thousand men, drawn from the adjacent garrisons, was brought as silently as possible down to the sea-coast.

At this time most of our large ships were laid up; and the remainder either in the Mediterranean, or refitting to be sent thither. Hitherto, therefore, every thing conspired to favour the designs of the enemy, who exulted not a little, also, at an accident by which the fine large ship, the Royal Sovereign, was at this critical period destroyed.

The following particular account of this event, is said by Dr. Campbell, in his history, to have been taken from the pocket-book of an old seaman, who had formerly belonged to her:—

"January 29th, 1696. The Royal Sovereign was the first great ship that was ever built in England; she was then designed only for splendour and magnificence, and was in some measure the occasion of those loud complaints against ship-money in the reign of King Charles I.; but being taken down a deck lower, became one of the best men of war in the world, and so formidable to her enemies, that none of the most daring among them would willingly lie by her side. She had been in almost all the great engagements that had been fought between England and Holland; and, in the last fight between the English and French, encountering the Wonder of the World, she so warmly plied the French admiral, that she forced him out of his three-decked wooden castle; and, chacing the Royal Sun before her, forced her to fly for shelter among the rocks, where she became a prey to lesser vessels, that reduced her to ashes. At length, leaky and defective herself with age, she was laid up at Chatham, in order to be rebuilt; but, being set on fire by negligence, she was, upon the 27th of this month, devoured by that element, which so long and so often before, she had imperiously made use of as the instrument of destruction to others."

The embarkation at Dunkirk was intended to consist of sixteen thousand men, commanded by King James in person, Lieutenant-general the Marquis of Harcourt, being second in command. They were to have been escorted by the Marquis of Nesmond, and John du Bart, with two strong squadrons; and the Duke of Berwick, Sir George Berkley, and other distinguished officers in the service of King James, had privately landed in England, to concert with the mal-contents here, the means of forwarding their views. But bad weather and contrary winds, prevented the embarkation taking place as intended; and, in the mean time, the whole scheme was happily discovered by the English government; and, on the 24th of February, King William came in person to the house of peers, sent for the commons, and informed them of the whole affair.

There were at this time only eleven ships in the downs; but, by the care and extraordinary diligence of Admiral Russel, who, on the next day after this communication, hoisted the union flag on board the Victory, in the short space of three days he had under his command upwards of fifty ships of the line, with the following flags: Lord Berkley, admiral of the blue; Sir Cloudesley Shovel, vice-admiral of the red; Mr. Aylmer vice-admiral of the blue; and twelve Dutch ships, under two rear-admirals.

On the 28th of February, Admiral Russel came to an anchor off Gravelines, with part of the fleet; and Lord Berkley with his squadron lay between him and Dunkirk. The harbour of Calais was at this time crowded with all sorts of small vessels for the intended embarkation; and of the seventeen men of war, which were to have escorted them, thirteen had run in as close to the pier of Dunkirk as possible. Sir Cloudesley Shovel, with some other experienced officers, were sent in to see if there was any possibility of burning or not; but, after a long consultation with Mr. Meesters and the engineers, it was declared to be impracticable, and thereupon the admiral determined to return into Dover road, leaving a squadron under Sir Cloudesley Shovel to watch the motions of the enemy.

This squadron continued cruizing in the Downs all the month of March; but, toward the end of the month, being reinforced with several Dutch ships, fire-ships, and bomb-vessels, Sir Cloudesley received orders, on the 2d of April, to undertake the bombardment of Calais; in pursuance of which, the bomb-vessels began to fire on the 3d about noon, and continued firing till evening, in which time above three hundred bombs and carcasses fell into the town, or among the ships in the harbour, and must certainly have done a great deal of mischief. But as most of the bomb-vessels and brigantines had their rigging destroyed, and their mortars dismounted, the wind too blowing very hard from the shore, Sir Cloudesley Shovel, having left a squadron to keep in the French men of war at Dunkirk, returned into the Downs. But, soon after, Sir George Rooke arrived in the Downs with his fleet from the Straits, and took upon him the command.

All the views of France were now totally disappointed: but, to keep up the spirits of the people, and in some measure to embarrass the English and Dutch, orders were despatched to the Toulon squadron, directing that it should immediately sail; and, at the same time, John du Bart was commanded to proceed out of the harbour of Dunkirk, with eight men of war and two fire-ships.

On the 14th of May, 1696, Sir George Rooke, who had been appointed admiral, and commander-in-chief of the fleet, being on the coast of France, received certain intelligence, that the Toulon squadron was safely arrived at Brest. Upon this he held a council of war, wherein it was resolved, that, as many of the largest ships in the fleet were very foul, and the whole much inferior to the combined squadrons in the harbour of Brest, they should return to Torbay; which accordingly they did, and there the fleet was soon reinforced to the number in the whole of one hundred and fifteen sail, of which eighty-five were of the line of battle.

On the 27th of May, Sir George Rooke received orders to return and resume his duties at the board of admiralty, Admiral Lord Berkley, of Stratton, being appointed to the command of the fleet: but, before Sir George returned to London, he received advice that seventy French men of war were actually laying in Camaret Bay, with three blue flags, and a white one flying, of which he gave advice to the admiralty; and also addressed himself to the Duke of Shrewsbury, then secretary of state, to whom he made the following proposals:

"That the body of the fleet should lie in Camaret and Bertheaume bays, and a detachment be made to sustain the small frigates and bomb-vessels, while they went in to do what mischief they could. It was his opinion, that thus blocking up the enemy's fleet in their principal port, insulting their coasts, and burning their towns all at the same time, would expose them exceedingly to the world, make them very uneasy at home, and give high reputation to his majesty's arms. And all this he believed might be done, if speedily undertaken, with the assistance of some small frigates which were much wanted."

If this scheme had been immediately pursued, it might have been executed with success. But, after being examined by the privy-council, it was sent down to the fleet to be reconsidered there by a council of war; when loss of time, and other accidents, had rendered it less practicable, and therefore it was rejected.

Lord Berkley hoisted the union flag on board the Britannia on the 3d of June, 1696; but he soon found, that he was very far from having the command of the fleet: for having proposed to a council of war the attacking

Brest, they resolved, that it was in their opinion impracticable, as, on
16th of the same month, they did the same as to the proposal of Sir
rge Rooke, before mentioned. His lordship being determined,
ever, not to remain inactive, sailed on the 24th for the French coast.
the 3d of July, the admiral sent the Burford and the Newcastle, with a
ship, to the island of Grouais, with orders to land. On the 4th the
came to an anchor about two leagues from Belle-isle; and barges
pinnaces were immediately manned, in order to make a descent upon
at, one of the islands called Cardinals, which they performed, ravaged
whole island, and burnt the only town that was upon it: they did the
e in the island of Heydic, and brought off a great number of cattle.
the 5th, a great reinforcement was sent to Captain Fitzpatrick, who
landed in the island of Grouais, where they destroyed twenty villages,
aining about thirteen hundred houses, took a ship from Newfound-
, and twenty small vessels, and carried off about fifteen hundred horses
black cattle.

n the same day, Sir Martin Beckman, with a squadron of. ten men
ar, attacked the town of St. Martin, in the Isle of Rhe; and burnt it
rely down, with all the vast warehouses and goods contained therein,
ithstanding the place was strongly fortified, and kept up a warm fire
ur squadron. On the 7th, the same force bombarded the town of
rve, and in one night threw into it nearly two thousand bombs and car-
es, which set the town on fire in fifteen places at once; and, having
ted this, the admiral, finding the fleet in want of provisions, returned
it to Spithead.

hile, however, the English were thus successful in annoying and
ssing the enemy on their own coasts, it must be acknowledged that
were not so fortunate in some other undertakings; in particular the
dition which Rear-admiral Benbow had been appointed to command,
which had for its object to blockade the port of Dunkirk, and the
ch admiral, John du Bart, from getting out to sea. On his arrival
re the port, Admiral Benbow found the French fleet ready to sail;
at the same time, discovered that the small number of ships he had
him were insufficient to guard the east and north channels.

he weather also proved very hazy; and, though he exerted his utmost
ence, du Bart succeeded in giving him the slip; and, having the
ntage of a fair wind, executed the scheme he had in view, which was
tack the Dutch Baltic fleet in their return home. This fleet consisted
pwards of one hundred sail of merchant ships, under an escort of five
tes. Du Bart succeeded in capturing all the men of war, and at least

half the merchantmen. In the height of this victory, which happened on the 8th of July, the outward bound Baltic fleet appeared in sight, under an escort of thirteen men of war, who immediately attacked Du Bart, obliged him to burn four of the men of war, and thirty-five merchantmen, and to turn the fifth frigate, which had on board the crews of all the rest, adrift, and she was retaken; so that the French, after all, scaped but little profit from our loss.

Rear-admiral Benbow afterwards convoyed our northern-bound fleet to Gottenburg; and, returning homewards in the month of September, he had sight of Du Bart's squadron, and chased him till he saw it was to no purpose: however, he had the satisfaction soon after of joining four English and eleven Dutch East India ships, which came north about; and thereby escaped the French privateers, and even Du Bart himself, though they must have had sight of his squadron.

Though unfortunate in this particular instance, however, the English fully succeeded in the principal object they had in view, that of totally frustrating the threatened invasion of their enemies, which at present was entirely laid aside. Toward the latter end of the year, however, the nation was again alarmed by the report of an invasion. It was known that the French were fitting out a strong squadron at Brest, for some secret service. Sir Cloudesley Shovel, therefore, was sent with a considerable force to block them up; but it was soon discovered that the French entertained no thoughts of a descent; and our merchants quickly came at the knowledge of the true scheme, which was the sending a strong squadron into the West Indies, to attack some of the Spanish plantations in those parts.

This scheme had been long contemplated by the French government; and the command was given to M. Pointis, by whom the whole plan was concerted. Carthagena was the point they had in view; and numbers of private persons had been induced to embark in the scheme, under the strongest assurances of sharing in the profit which must accrue from this enterprize.

Many, however, of the most intelligent in our councils, were of opinion that the blow was intended against England; and though King William himself, with his wonted sagacity, declared himself of a contrary opinion, and professed his conviction that the French squadron was intended either against Carthagena, or to attempt the capture of the Spanish galleons; yet it was determined to be prepared for them at all events; and accordingly, orders were given for a small squadron to assemble at Portsmouth under the command of Captain Meeze. Vice-admiral Neville, who commanded our fleet in the Mediterranean, when he had taken due care of the homeward-bound fleet, was to join Captain Meese's squadron at the island of Medeira; after cruizing a long time, he was met by the captain, now made a rear-admiral, in his own ship, the Bristol, together with the Lightning fire-ship, having lost company with the rest of his squadron in a fog soon after he left the Isle of Wight. On the 17th of April, Vice-admiral Neville arrived at Barbadoes, where he found most of the ships he expected, and the Dutch soon after joining him, they bore away for Antigua, where they arrived the 3d of May, 1697. There it was resolved in a council of war to sail for Porto Rico, in order to take as much care as possible of the Spanish galleons; but, before he reached his intended port, he had intelligence, that M. Pointis had sailed for Hispaniola on the 21st of March, N. S. with twenty-six ships small and great. It was therefore resolved in a council of war to proceed forthwith to Jamaica, in order to take in a supply of water and provisions.

On the 15th of May, 1697, the admiral met with a sloop, the master whereof informed him, there was a report of the French squadron's being before Carthagena. Upon this he sailed from Port-Royal, and attempted to go through the Leeward channel; but was prevented by the dying away of the land-breeze, and, contrary to what had been ever known in those parts, the sea-breeze blew for six days and six nights together, during which time an English sloop came in, which had left Porto-Bello the 18th of the same month, in company with the galleons, fifteen in number, and two days after parted with them, steering away N. N. E. for Jamaica, where they intended to take in provisions. The vice-admiral sent out two sloops to look for them, the one off the keys of Point-Pedro, and the other those of Porto-Morant; and the 24th of the same month he took advantage of a trifling gale from shore to steer for Carthagena, in hopes of finding the French either embarrassed in the siege of the place, or in embarking the plunder.

The French, however, had succeeded in their purpose, (which in reality was merely the plunder of Carthagena) and had re-embarked all their troops, and sailed from the harbour, before the English admiral was half seas over from Jamaica: but on the 27th of May, the squadron under his command discovered the Sieur de Pointis' squadron of seven men of war, and three frigates to which they immediately gave chace; but could not wear enough to bring them to an engagement.

The Warwick, indeed, once came close enough to exchange some shots with one of the Frenchmen, but the ship got away in spite of all the sail the Warwick could make; and the latter, perceiving this, bore down upon a

French fly-boat, and captured it, having on board a vast quantity of arms and ammunition, together with plate, of sufficient value to render the prize, altogether, worth nearly two hundred thousand pounds.

The pursuit of this squadron lasted five days, during which five of the English vessels, among which the admiral's own ship, and that of Rear-admiral Meeze's were included, sprung their fore-top-masts, and were so damaged in their sails that they were obliged to relinquish the chace.

Finding it impracticable, therefore, to engage the French, the vice-admiral thought it expedient to proceed to Carthagena, in order to see if the galleons were safe, and how far he could be useful to the Spaniards. He arrived in the port in the evening of the 31st of May, and found the place quite abandoned; the inhabitants being so much afraid of the buccaneers returning a third time that they had fled into the woods. Two days the vice-admiral remained in the port before he prevailed upon the governor and some of the principal inhabitants to return.

On the 6th he discovered eight sail of buccaneers close under the shore; upon which a detachment was sent to destroy them. The enemy crowded all the sail they could, in hopes of escaping, but only four were so lucky as to effect it. One was forced upon the Spanish coast, not far from Carthagena; and another near St. Domingo, and beaten to pieces. The Christ, a fine ship, commanded by Captain Cofuy, who had two hundred and fifty men on board, and about three hundred and fifty thousand crowns in silver, was taken by a Dutch ship; as was the Flying Hart of the same force and value, commanded by Captain Pierce, by Captain Dilkes, and her crew were brought into England.

Sir William Beeston, the governor of Jamaica, now suggested to Vice-Admiral Neville, the destruction of Petit-Guavas, which was then a complete nest of pirates; and accordingly on the 22nd of June, 1697, Rear Admiral Meese, was detached from the fleet with nine ships of war for this purpose.

On the 29th, he surprised Petit-Guavas, entering the place before it was light, and seizing the guard. He had, at first, thoughts of remaining there for some short time; but the seamen, and at last, through their example, the landsmen, abandoned themselves to plunder and intemperance, so that when the rear-admiral altered his sentiments, and resolved to burn and abandon it, there was not above fifty sober men under his command, out of nine hundred. His orders therefore were executed with such precipitation, that notwithstanding there was abundance of gold and silver in the place, yet very little was saved or brought away. However, the burning the town, and carrying off prisoners a number of negroes to Jamaica, was a great and seasonable service to the English colonies, and gave the enemy a check, which they did not soon recover.

Vice-admiral Neville, having wooded and watered, sailed to meet Rear-admiral Meeze; and, then resolved to proceed to the Hannavah, in order to preserve the galleons. He sailed in the beginning of July, and, arriving about the middle of that month on the coast of Cuba, the seamen became excessively sickly; and Rear-admiral Meese died before they reached the Havannah. On the 22d of the same month, the vice-admiral arrived before that port; but the governor, though he sent him a civil message, refused to admit his squadron, or supply him with water or other refreshments. As for the general of the galleons, when he was informed that the vice admiral came on purpose to convoy that rich fleet home; he excused himself from putting his ships under our protection, pretending his orders would not warrant it.

This treatment, after the pains he had taken to save the galleons, and to serve the crown of Spain on every occasion, greatly affected vice-admiral Neville. He had believed so acceptable a service as bringing the galleons safety, would entirely efface the memory of former misfortunes; but being disappointed again, and reflecting on the little service he had been able to do his country; it threw him into a hectic fever, which hung upon him till he arrived in Virginia, on the 22nd of August, and there he died, as much of grief as of his distemper, to the great regret of all who knew his real worth, which misfortune alone had obscured.

The command of the squadron now devolved upon Captain Robert Dilkes, who arrived safely in England on the 24th of October, 1697, with the whole squadron, though poorly manned, and the ships many of them foul and rotten; and notwithstanding the great hopes that had been entertained of our doing mighty things in the West Indies, all came to nothing.

In the mean time M. de Pointis, with his squadron, proceeded towards Newfoundland, where he thought himself safe, not having any knowledge that there was a stout English squadron, under the command of Captain, afterwards Sir John Norris, laying in the harbour of St. John's.

On the 23rd of July this squadron received intelligence that five French men-of-war were laying in Conception-bay, but supposing this to be part of M. Nesmond's squadron come to attack them, they thought only of defending themselves in case of attack, instead of going out in search of the enemy, whom, in reality, they had sufficient force to render it probable that M. de Pointis would have carried away but little of the Spanish plunder with him, had not our officers been so strongly misled. At last, however, Captain Norris received a letter from a Mr. Cumberbatch, master of a ship which had been taken by the French, and put on shore at Newfoundland; and which letter contained a full account of the squadron laying in Conception Bay, and the rich plunder of Carthagena which they had on board.

Captain Norris, immediately upon receiving this welcome intelligence, called a council of war, and proposed that no time might be lost, but that they might, without delay, sail and attack the enemy. The majority of the council, however, were of a different way of thinking; for their excessive caution led them to view this letter as intended to decoy the English squadron out of the harbour of St. John's, that the French might enter and attack the town, and thereby ruin all the country. Captain Norris, therefore, was out-voted by this sapient council, which was partly composed of land officers, and partly of those belonging to the navy. Of the former, eleven in number, every one voted for the squadron remaining where they were; and of thirteen sea-officers, five were on the same side. About noon, on the 26th, they received advice, that the five French ships were seen the night before at anchor a little eastward of Belle-isle, by Portugal Cove; and the next day there was another consultation; but it was resolved to remain till two captains arrived, who were sent to make observations. Soon after, one of them came with twenty-one Frenchmen, whom he had taken in a boat at Carboniere, and who were sent by M. Pointis to procure fresh provisions. The other captain returned also from Portugal Cove, who saw the French ships at anchor, one of them of three decks, two from sixty to seventy guns, and two more of above fifty. The council adjourned till the next morning, and then calling the prisoners before them, they related all they knew.

But notwithstanding all this and other corroborative evidence, to prove that this was in reality M. Pointis's squadron, the council of war still over-ruled Captain Norris, who was eager for fighting, and obliged him to remain in the harbour of St. John; which they fortified so carefully, that when M. Nesmond arrived, about two and thirty days after the other squadron had been seen, the place was in so good a state of defence; that though the French squadron consisted of sixteen sail, of which ten were of the line of battle; they thought proper to retire without so much as firing a gun.

The good fortune which had hitherto attended M. de Pointis's squadron, in escaping from threatened danger; did not desert him to the last; for after he had sailed from Conception Bay, he fell in with an English squadron commanded by Captain Harlow, on the 14th of August, who engaged them about three in the afternoon. The dispute continued for two hours, when the French made a signal for tacking, and bore away as fast as possible; the English squadron pursuing until they lost sight of them in the darkness of the night.

On the 15th, the enemy were again discovered at the distance of four leagues, and Captain Harlowe resumed the chace, but without any advantage, the whole squadron succeeding in reaching Brest Harbour: the next day after escaping, as M. de Pontis himself confessed, as great variety of dangers as any squadron that ever went to sea.

A Dutch writer speaking of M. de Pointis, pleasantly enough observes that, Ill-luck put on leaden boots to pursue him, and could therefore never overtake him. It does not, however, appear very clear, how it was that Captain Harlowe's squadron, which was just come out of port, sailed so much worse than the French who had been so long at sea; and must necessarily have been foul. It appears, indeed, that much dissatisfaction was excited at the time, and it is probable from the following advertisement, that something was discovered to the lords of the admiralty, on this head, which it was not thought proper to publish. The following is the advertisement alluded to.

"Admiralty Office, Sep. 23."

"Whereas the right honourable the lords commissioners of the admiralty did receive a letter by the post signed A. B. which contains several things relating to the late action of Captain Harlow, these are to give notice, that if he who writ the said letter will apply himself to one of the secretaries of the admiralty, his name shall not be made known without his own consent; and he shall likewise be rewarded and preferred by their lordships."

In the beginning of the following year, 1697, Admiral Russel was created Baron of Shingey, Viscount Barfleur, and Earl of Oxford, and Sir George Rooke was appointed admiral of the fleet; but nothing very remarkable seems to have been undertaken for some time after this event. We must not, however, omit to notice a very gallant private action, which is thus related in the London Gazette.

"Newcastle, April 10th.

"Yesterday morning came to our bar, eight colliers from London, one of them belonged to this town, Charles Newton, master, laden with merchants' goods, and carrying twelve guns, was in her voyage here, attacked by a French privateer of fourteen guns, and four patteraroes. Captain Newton made a vigorous defence, and another of the merchant ships coming to his assistance, they boarded the said privateer, took her, and have brought her into this harbour. Of the French, twenty-three were killed in the fight, and the rest, sixty-six in number, are brought ashore, several of whom are wounded, and the captain so dangerously, that it is hardly thought he will recover. There was another privateer in his company, who seeing his companion come off so ill, fell astern and stood off to sea."

In the month of July, Rear-admiral Benbow was ordered with his squadron to join Captain Beaumont who had for some time been stationed before Dunkirk.

The rear-admiral, as soon as he arrived with his squadron, went in person with his boat before the pier-heads of Dunkirk; where he saw fifteen or sixteen sail of great ships within, one of which bore a flag. On the 13th of July, Rear-admiral Vandergoes joined him with eleven Dutch ships; and it was proposed, that one of the squadrons should lie so as that Dunkirk might be south of them, and the other in or near Ostend road; that, if Du Bart should attempt to pass out either at the north or east channel, they might the better discover him: but no other answer was made by the Dutch flag, than that his ships were foul, and not in a condition to pursue him.

On the 23d of August Du Bart left Dunkirk with five sail, having the Prince of Conti on board, whom the French attempted to make king of Poland. The rear-admiral pursued him, but to no purpose; and, before he returned to his station eight other ships were gone, which he pursued likewise, but with the same want of success; and this was the last action of the war, for on the 10th of September following, peace was concluded between England, Spain, and Holland on the one side, and the crown of France on the other, at Ryswick.

Thus was at last terminated, this protracted war, but the interval of peace which ensued did not last very long; for in 1701 we find King William again preparing for a war with France, which was forced upon him by the death of the King of Spain, and the part which the French king had taken in proclaiming the son of King James, the abdicated monarch, King of England, on the death of his father.

When the resolution was once taken to have recourse again to arms in order to preserve the balance of power, the first care was for the fleet, the command of which was very judiciously bestowed upon Sir George Rooke, who on the 2d of July went on board the Triumph in the Downs, where he hoisted the flag, and was speedily joined by the rest of the fleet. He had under him some of the greatest seamen of the age, *viz.* Sir Cloudesley Shovel, Sir Thomas Hopson, John Benbow, Esq. and Sir John Munden.

and was not long after, reinforced by fifteen Dutch men of war of the line, besides frigates and small vessels, under the command of Lieutenant Allemande, Vice-admiral Vandergoes, and Rear-admiral Waessenaar.

On the 2d of September, he detached Vice-admiral Benbow with a stout squadron for the West Indies: and another under the command of Sir John Munden, and ten sail of Dutch men of war, besides frigates, under Rear-admiral Waessenaar, to see the West India squadron well into the sea.

Although war was not yet positively declared, the expectation of a speedy rupture kept our sea officers continually on the alert, and their impatience to commence action, led them into the commission of some hostilities not altogether justifiable. As one instance of this, it is related that the Marquis of Carmarthen's yacht fired upon a French vessel in the harbour of Rotterdam, and compelled her to strike her colours.

Not satisfied with this, the commander of the yacht sent for the French captain on board, and compelled him to pay twelve livres for the shot.

The king, however, did not live to witness the effect of the vigorous preparation he had made for this new war; for his extraordinary attention to business hastened his decease, which took place on the 8th of March 1701, about eight in the morning.

It now remains only to speak of the most distinguished sea officers, who rendered themselves famous for their services, during this glorious reign; among whom we find the name of Sir John Berry particularized both for his fortitude in suffering, and courage in surmounting difficulties and dangers.

JOHN BERRY, was born in his father's vicarage-house at Knoweston, in the year 1635, and when about seventeen, went to Plymouth, where he bound himself apprentice to Mr. Robert Meering, who was part-owner in several ships. He went to sea in his service, and was extremely unfortunate in setting out, being twice taken by the Spaniards, and suffering a long imprisonment. Meering told him, that, having no farther occasion for his service, he would, in reward of his past diligence, give him the remainder of his time, which he did freely.

Mr. Berry, when at liberty to act for himself, came up to London; where, by the help of some friends, he was preferred to be boatswain of a ketch belonging to the royal navy, called the Swallow, which was ordered to the West Indies, in cómpany with two of his majesty's frigates, both of which were lost in the gulph of Florida; but the Swallow, by cutting down her masts, and heaving her guns overboard,

pace of sixteen weeks, during
and have brought her into this harbour. they caught, or to drink but rain-
were killed in the fight, and the rest there they furnished themselves with
ashore, several of whom are wound aica, where they arrived in three weeks.
it is hardly thought he will rec was a native of Devonshire as well as
company, who seeing his cor governor of that island, and he ordered the Swallow
off to sea."

In the month of J eight guns on board her, and gave his countryman
lieutenant.
squadron to join C weeks after they sailed from Jamaica in quest of a pirate, whom
before Dunkirk at anchor in a bay off the island of Hispaniola. He had

The rear- men and twenty guns, whereas the Swallow had but forty
person w and eight small guns. Captain Insam, the commander of the Swallow
fifteen
On having considered the enemies strength and compared it with his own,
I' walked up all his men, and addressed them in these words; "Gentlemen, the blades we are to attack are men at arms, old buccaneers, and superior to us in number and in the force of their ship, and therefore I would have your opinion, whether"—"Sir," interrupted Lieutenant Berry, "we are men at arms too, and which is more, honest men, and fight under the king's commission; and, if you have no stomach for fighting, be pleased to walk down into your cabin." The crew declared one and all for Lieutenant Berry, who then undertook the command.

The pirate rode at anchor to the windward, by which the Swallow was obliged to make two trips under her lee, in which she received two broadsides, and two volleys of small shot, without returning a gun. Mr. Berry then boarded her on the bow, pouring in his broadside, which killed the pirate twenty-two men on the spot: they then fought their way to the main-mast, where they called to the doctor and his mate to get overboard, and hang upon the rudder, which they did; and soon after the pirate was taken; having only seven men left, and those all wounded, though they lived long enough to be hanged afterwards in Jamaica; and, which is still more remarkable, there was nobody killed on board the Swallow but the boatswain's mate.

On their return to Jamaica, Captain Insam confined his lieutenant, and brought him to a court martial; where, on the evidence of the men, the court acquitted him and declared he had done his duty.

In a short time after he came home, the Dutch war broke out, and Mr. Berry had a sloop given him, called the Maria, of fourteen guns, with the king's commission.

In this small ship, he took thirty-two prizes in about four months; and arded for his courage and diligence by being appointed to the f the Coronation man of war of fifty-six guns.

n after sent to protect our colonies in the West Indies; and at Barbadoes, the governor placed under his direction nt vessels, which he had converted into men of war, ptain, or rather now Commodore Berry sailed to the evis, which was threatened with destruction by a powerful en force, then preparing at St. Christopher's.

This squadron, consisting of twenty-two men of war, besides frigates and transport vessels; sailed as soon as they were completed for Nevis, and Commodore Berry sailed with his nine ships to meet them. As he turned the point of the island, one of his best ships blew up, which struck his men with astonishment. "Now you have seen an English ship blow up," said the commodore, "let us try if we can't blow up the Frenchmen. There they are, boys! and, if we dont beat them, they will beat us." Having said this, he immediately began the fight with the French admiral; and, after a brisk engagement of upwards of thirteen hours; he forced this mighty fleet to fly for shelter under the cannon of St. Christopher, whither he pursued them, sent in a fire ship, and burnt the French admiral: seeing her in flames, he said to his seamen, "I told you in the morning, that we should burn a Frenchman before night; to-morrow we will try what we can do with the rest." But, while he was refitting his ships, the enemy wisely stole away; after which Commodore Berry returned to England, and served with great honour in the channel and in the Mediterranean.

He was afterwards appointed to the command of the Resolution, a seventy-gun ship, in which he was present at the famous action in Southwold-bay, on the twenty-eighth of May, 1672. In this battle, the captain observing that his royal highness the Duke of York, then lord high-admiral of England, was very hard pressed; he left his station, and came in to his relief, and in less than two hours. had no fewer than one hundred and twenty men killed, as many more wounded, and his ship scarcely able to float: upon this he was towed out of the line, stopped his leaks, and fell into his place again in an hour; and there distinguished himself so, that when his majesty came to meet the fleet, and dined on board the Royal Sovereign at the Buoy in the Nore, he, called for Captain Berry, and having knighted him, said, very graciously, "As our thoughts have been now upon honour, we will hereafter think of profit; for I would not have so brave a man a poor knight."

In the year 1682, it was thought expedient to send the Duke of York to Scotland, and accordingly, on the twenty-eighth of April, the Duke of York embarked on board the Gloucester frigate, under the command of Sir John Berry. In their passage Sir John observed, on the third of May, when in the mouth of the Humber, an error in the pilot's conduct. Of this he informed the duke, and desired they might lie to, for that night, which the pilot opposed; and being a great favourite of the Duke, prevailed. Sir John Berry's judgment, however, was soon proved; since, in three quarters of an hour afterwards, the ship was lost, and about three hundred people in her, among whom were some persons of the first rank; and the duke himself narrowly escaped in the long-boat. Sir John Berry standing with his sword drawn in the stern of the boat to hinder people from crowding in, which undoubtedly saved the duke, since a very few more would have overset the long-boat.

Two remarkable circumstances occurred in this shipwreck, the first was, that the Duke of York took extraordinary interest in the preservation of Colonel John Churchill, afterwards the famous Duke of Marlborough, and called him first into the boat; the other was, that the sailors on board the wreck, though on the point of sinking, gave a loud huzza the moment they saw the Duke of York in safety.

Bishop Burnet's account of this affair, however, is not very creditable to the character of the prince if it could be depended on; but the too evident prejudices and partiality of that historian, places his authority on this point as well as many others, in a very doubtful view. We give it, however, in his own words.

"The duke got into a boat, and took care of his *dogs*, and some unknown persons who were from that earnest care of his supposed to be his priests. The long boat went off with very few in her, though she might have carried off above eighty more than she did. One hundred and fifty persons perished on board the ship; some of them of great quality.

In the expedition in 1683 against Tangiers, Sir John Berry was vice-admiral of the fleet; and gave some remarkable proofs of his courage and conduct, and upon his return, was appointed a commissioner of the navy, which honour he retained to his death.

Although he had been high in the favour of King James II. during his reign; on the accession of King William to the throne, he was greatly distinguished by the latter monarch, who paid great deference to his opinions in nautical affairs, and continued him in all the employments which had been conferred on him in the preceding reign.

The last tragical event of this great man's life is enveloped in mystery, which, at this distance of time, there exists no clue to penetrate.

He was ordered, in the beginning of the month of February, 1691, to Portsmouth, to pay off some ships there; and, while he was employed in the discharge of this office on board one of them, he was suddenly taken ill, and thereupon carried on shore to Portsmouth, where, in three or four days, it was given out that he died of a fever; but, upon opening his body, it appeared clearly to the physicians and surgeons who were present, that he had been dispatched out of the world by poison; though by whom, or for what reason, never appeared, or at least, was never made public.

In his private life, his wisdom, benevolence and integrity, were as conspicuous as his courage and other virtues in his public character: so, that he died equally lamented, by all who knew him, either as a private gentleman, or as an English seaman.

Arthur Herbert, Earl of Torrington, was descended from the Herberts of Cherbury, and was high in the favor of King James II., until the scheme of the latter for repealing the test act came into consideration, when Admiral Herbert being pressed by the king to promote that measure, replied very plainly, as Bishop Burnet relates, that "He could not do it either in honour or conscience." The king said, he knew he was a man of honour, but the rest of his life did not look like a man that had great regard to conscience. He answered, boldly, he had his faults, but they were such, that other people who talked more of conscience were guilty of the like. He was indeed a man abandoned to luxury and vice: but though he was poor, and had much to lose, having places to the value of four thousand pounds a-year, he chose to lose them all rather than comply. This made much noise; for, as he had great reputation for his conduct in sea affairs, so he had been most passionately zealous, in the king's service, from his first setting out to that day. It appeared by this, that no past service would be considered, if men were not resolved to comply in every thing."

Vice-admiral Herbert soon after withdrew to the Hague, and was well received at the Prince of Orange's court, and soon after entered into the service of the States, which proved very beneficial to them, as great numbers of English seamen were induced to follow their admiral's example.

When the design of Prince William's landing in England to claim the crown was formed, Admiral Herbert was entrusted with the command of the fleet; and was the chief instrument in securing the throne to his patron, since through his persuasions and influence, the seamen in general declared for the prince, and thus rendered the road easy.

After this event, it is naturally to be supposed, Admiral Herbert stood high in favour with King William; who on the 29th of May, 1688, soon after the battle of Bantry Bay, of which we have already spoken, created him a peer, by the title of Baron Herbert of Torbay, and Earl of Torrington, and he also received the thanks of the House of Commons for his conduct.

After the action off Beachy-head, however, on the 30th of June, a great clamour was raised against the earl, and though he gave a very clear account of his conduct before the council, and vindicated his motives for acting as he had done, yet it was considered necessary to commit him to the Tower and send him to trial, in order to appease the Dutch, who were violently exasperated against him.

The king also in his speech to the parliament on the 2d of October 1690, took notice of the disaster at Beachy-head, in the following terms:— "I cannot conclude without taking notice also how much the honour of the nation has been exposed by the ill conduct of my fleet in the last summer's engagement against the French, and I think myself so much concerned to see it vindicated, that I cannot rest satisfied till an example has been made of such as shall be found faulty upon their examination and trial, which was not practicable while the whole fleet was abroad, but is now put into the proper way of being done as soon as may be." Notwithstanding this, however, the proceedings against the earl of Torrington were not very expeditious; and therefore he applied himself, by way of petition, to the House of Peers, who took his case into consideration; but, after having fully debated it, referred him to a court martial.

Accordingly on Saturday the 6th of December, 1690, his lordship went down to Sheerness in his yacht, the court-martial sitting there on board the Kent: On Monday, December 8, Sir Ralph Delaval, being in the chair as president, the commission was opened and read, and other preliminaries adjusted: after which the court adjourned to Wednesday the 10th, when the witnesses were heard on the part of the crown, as well Dutch as English: but, notwithstanding the loudness of the common reports, there was very little appeared in proof, although the court took all the pains they could to sift things to the bottom; his lordship in his defence; insisted largely on the superiority of the French fleet; on the shifting of the wind; which put it out of his power to succour the Dutch; on the care taken to secure a retreat; and the small advantage that the enemy reaped from their so much boasted success in this action, and after mature consideration, both of the charge, of his defence, and of the evi-

evidence offered; the court, *nemine contradicente,* acquitted him wholly of any imputation whatever, from his conduct on that occasion.

On Thursday December the 11th, the Earl of Torrington returned to town in his barge, with the union flag flying, as bearing still the king's commissoin of admiral and commander in chief. He returned to his own house, where he received the compliments of his friends, but his commission was superseded, and he never received any mark of favour, much less enjoyed any command afterwards.

The Earl of Torrington died without issue April 13, 1716, leaving the bulk of his fortune to Henry Earl of Lincoln; as a mark of respect for the latter's steady adherence to the principles and cause which he had himself supported during his whole life.

* * *

CHAP. XV.

Naval History of England during the reign of Queen Anne

QUEEN ANNE commenced her reign with a very sensible speech to her privy council, in which, after expressing her intention to preserve inviolate the religion, laws, and liberty of her country, she declared her determination to follow exactly the steps of her predecessor, King William; and required the co-operation of the council in supporting the allies, and carrying on the preparations against France.

At the accession of the queen, the Earl of Pembroke was at the head of the admiralty, but although his merit and services were incontrovertible, it was considered necessary to remove him in order to place the queen's consort, Prince George of Denmark, in that high situation; at the same time appointing the latter a council, the members of which were Sir George Rooke, Sir David Mitchell, George Churchill, Esq., and Richard Hill, Esq. who were to assist him with their advice, and in the execution of his office.

The first expedition under this new administration, was commanded by Sir John Munden, who was sent to intercept a squadron of French ships which were to sail from the Groyne to escort the new viceroy of Mexico to his government.

He sailed on the twelfth of May, 1702, with eight ships of the third rate, the Salisbury, a fourth rate, and two frigates; and on the sixteenth, found himself on the coast of Galicia; whereupon he sent the Salisbury, and Dolphin to gain intelligence, and they brought off a Spanish boat and a French bark, with several prisoners who asserted, that there were thirteen French ships of war, bound from Rochelle to the Groyne. On the 27th he discovered fourteen sail between cape Prior and Cape Ortugal, close under the shore, to whom he instantly gave chace; but they outsailed him very much, and got into the Groyne before he could possibly, come up with them.

Upon this he called a council of war, wherein it was concluded, that, since from the accounts they had received from their prisoners, it was clear, that there were seventeen of the enemy's ships of war in the harbour, which was strongly fortified, and had a narrow and dangerous entrance; it was therefore most expedient for them to follow the latter part of their instructions; which were to repair into the Soundings, there, to protect the trade; but about the middle of June the squadron being much distressed for provisions, it was found necessary, to return into port.

The miscarriage of this design raised a great clamour: it was discovered that only eight of the twelve ships that had been chased into the Groyne, were men of war, and that the rest were only transports: it was also said, that Sir John Munden had called off the Salisbury, when she was actually engaged with a French man of war; and that he had discharged the prisoners he had taken very precipitately. The high-admiral Prince George, therefore, issued his commission for a court-martial, for the trial of Sir John Munden, and accordingly this court met on board her majesty's ship, the Queen, at Spithead, on the thirteenth of July, 1702; Sir Cloudesley Shovel, admiral of the white, president. And after an examination of the charges and evidence adduced against him, they acquitted Sir John of the whole of them; declaring also that it appeared to them, that he had followed his instructions with great zeal and diligence. It appears, however, that the queen was not satisfied with this decision, and from the London gazette we copy the following article,

Windsor, August 9th. 1702.

The queen having required the proceedings upon the trial of Sir John Munden, rear-admiral of the red to be laid before her; and having considered all the circumstances relative to the expedition to Corunna, her majesty finding that Sir John Munden has not done his duty pursuant to his instructions, does not think fit to continue him in her service, and has therefore declared her pleasure that his royal highness, the lord high-admiral of England should immediately discharge him from his post, and command in the royal navy: and his royal highness has accordingly given the necessary orders for it."

On the 4th of May 1702, her majesty declared war against France and ain, and on the 13th Sir George Rooke as admiral of the fleet, hoisted e Union flag on board the Royal Sovereign, besides which there were e following flags under his command, *viz.*

Vice-admiral Hopson, who carried a red flag at the fore-top-mast-head the Prince George; Rear-admiral Fairbourne, who carried the white at e mizen-top-mast-head of the St. George; and Rear-admiral Gradon, o carried the blue flag in the same manner in the Triumph. There re five Dutch flags, *viz.* two lieutenant admirals, two vice-admirals, d a rear-admiral. The fleet consisted of thirty English, and twenty tch ships of the line, exclusive of small vessels and tenders, which de in all about one hundred and sixty sail. As to the troops, the glish consisted of nine thousand six hundred and sixty-three, including icers, and the Dutch of four thousand one hundred and thirty-eight, in , thirteen thousand eight hundred and one.

On the 19th of June, the fleet weighed from Spithead, and came to an chor at St. Helen's. On the 22d, the two rear-admirals, Fairbourne l Gradon, were detached with a squadron of thirty English and Dutch ps, with instructions first to look into the Groyne, and in case there e any French ships there, to block them up; but if not, to cruise ten welve leagues N. W. off Cape Finesterre, till they should be joined by fleet.

)n the 12th of August they came before Cadiz, and the Duke of Ormond emently, insisted in a council of war, upon landing in the isle of n, in which Cadiz stands; in order to make a sudden and vigorous ck upon the town, but several of the council, especially the sea-officers, osing the duke's motion, it was resolved, that the army should first e the fort of St. Catherine, and Port St. Mary, to facilitate thereby a rer approach to Cadiz.

)n the 15th of August the Duke of Ormond landed his forces in the r of Bulls, above a mile on the left of St. Catherines fort; which summoned to surrender, declaring that if the governor refused to ept his terms, he should be hanged, and none of his soldiers receive irter.

To this the governor answered with great spirit that, "If he must be iged, it was all one to him whether by the Duke of Ormond, or the vernor of Cadiz! and therefore he desired leave to send to the latter for orders; at the same time he gave the duke to understand that he d cannon mounted, and powder and ball sufficient to give him a warm ception.

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Le Favori, a fire shipwas likewise destroyed, and Eight advice-boats.

Taken by the English, and brought home. Total. ships 21. Guns 980

Le Prompt	76
Le Ferme	72

Six galleons were taken by the English, and five by the Dutch, who sunk six. Four millions of plate were destroyed, with ten millions of merchandize; and about two millions in silver, and five in goods, were brought away by the English and Dutch.

On the 16th of October Sir Cloudesley Shovel arrived in the bay of Vigo, and Admiral Sir George Rooke therefore left to him the charge of bringing home such of the prizes as required refitting; while he himself, with the rest of the fleet, and one of the Spanish galleons sailed for England, and arrived safe in the Downs on the seventh of November 1702.

Sir Cloudesley Shovel having put the prizes into the best condition possible, and taken out of the French ship fifty brass guns, and brought off sixty more from the forts and batteries; on the twenty-fourth of October set fire to the ships he could not bring away. The next day, he left Vigo; but it proving calm, he anchored in the channel between that port and Bayonne, where he sent several prisoners on shore with a flag of truce, and had our men returned in their stead.

On the twenty-seventh of October, he was again under sail, intending to have passed through the north channel: but the wind taking him short, he was obliged to pass through that which lies to the south, where the galleon, which was the Monmouth's prize, struck upon a rock, and foundered; but there being several frigates on each side of her, all her men were saved except two. He was the same day joined by the Dragon, a fifty gun ship, commanded by Captain Holyman, which had been attacked by a French man of war of much greater force, and the captain and twenty-five men killed; but his lieutenant fought her bravely, and at last brought her safe into the fleet. In their passage they met with very bad weather, and though the Nassau had the good fortune to make a very rich prize, which was coming from Morlaix; yet, that vessel foundered the next morning, and the weather was then so bad, that the squadron separated, every ship shifting for itself; though all had the good luck to get safe to England, but in a very shattered condition.

Thus successfully terminated this grand expedition, which was anxiously regarded by the whole nation, and which fortunately answered their expectations. About this time died the famous French commander John du Bart. Historians differ as to the place of his birth, some alleging that he was a native of Dunkirk, while others affirm that he was born at Newcastle-upon-Tyne, and carried over to Dunkirk while a child.

It is certain, however, that his mother was an English woman, and that the first part of his life was spent in the English sea service; but, having no other recommendation than merit, he obtained very little preferment, and therefore entered into the service of France, where he soon rose to the command of the Dunkirk squadron, and became the most formidable enemy the English and Dutch ever encountered.

He was indeed a most excellent seamen, and indefatigable in his attention to the duties of his profession, never trusting to the care of others what it was in his power to see done himself. His thorough knowledge of the coasts enabled him to perform apparent wonders; and his sagacity and success placed him high in the favour of Louis XIV., by whom he was generally chosen to conduct any enterprize of peculiar danger or difficulty. On one of these occasions the king is said to have visited Du Bart, whom he found smoking his pipe, and no way disconcerted by the honour bestowed upon him.

Louis, imitating his plainness, in few words, communicated his intention of intrusting the fleet to his care, adding, "We have appointed you our admiral." "You have done right, Sire," replied Du Bart, removing the pipe, for a moment, from his mouth, and then resuming it with his usual tranquility.

Du Bart was succeeded in his command by the Sieur de Pointis, whom we have already spoken off as having conquered Carthagena; but who was very inferior in skill or industry to his predecessor.

To return to our own affairs. We have already mentioned the sailing of Admiral Benbow for the West Indies, with a squadron consisting of two third and eight fourth rates. He arrived at Barbadoes on the 3d of November, 1701, from whence he sailed to Jamaica; but receiving intelligence that the French admiral, Ducasse, with a squadron of French ships, was at Leogane, on the north side of Hispaniola, he arrived before that place on the 27th of July, 1702, and perceived several ships at anchor near the town, and one under sail, which immediately sent out her boat to discover his strength, &c. The boat, however, approaching too near, was taken by Admiral Benbow; and from the crew he learnt that there were six merchant vessels in the port, and that the ship they belonged to was a man of war of fifty guns, which the admiral pressed so hard, that the captain ran the ship ashore, and blew her up. On the 28th the admiral came before the town, where he found a ship of about eighteen guns hauled under their fortifications, which he burnt. He next of the ships had sailed before day, in order to get into Cul de Sac, but some of our ships, between them and that port took three of them, and sunk a fourth. The admiral then sailed for Donna Maria Bay, where he continued till the 10th of August; when, having received advice, that Monsieur Ducasse had sailed for Carthagena, and from thence was to sail to Porto-Bello: he resolved to follow him, and accordingly sailed that day for the Spanish coast of Santa Martha.

On the 19th in the evening, he discovered near that place, ten sail of tall ships to the westward, and soon found the best part of them to be French men of war; upon this he made the usual signal for a line of battle, going away with an easy sail, that his sternmost ships might come up and join them, the French steering along-shore under their top-sails. Their squadron consisted of four ships, from sixty to seventy guns, with one great Dutch-built ship of about thirty or forty; and there was another full of soldiers, the rest small ones, and a sloop. Our frigates a-stern were a long time in coming up, and the night advancing, the admiral steered along-side of the French; but though he endeavoured to near them, yet he intended not to make any attack, until the Defiance was got a-breast of the headmost.

Before he could reach that station, the Falmouth, which was in the rear, attempted the Dutch ship, the Windsor, the ship a-breast of her, as did also the Defiance; and soon after, the vice-admiral himself was engaged, having first received the fire of the ship which was opposite to him; but the Defiance and Windsor stood no more than two or three broadsides, before they luft out of gun-shot, insomuch that the two sternmost ships of the enemy lay upon the admiral, and galled him very much; nor did the ships in the rear come up to his assistance with that diligence which might have been expected. From four o'clock until night the fight continued, when they left off firing; and the admiral being of opinion, that it might be better for the service if he had a new line of battle, and led himself on all tacks, he did so, and the line of battle then stood thus:

		GUNS.
The Breda . . .	Vice-admiral Benbow, and Captain Fox .	70
The Defiance . .	Captain Richard Kirby	64
The Greenwich .	Captain Cooper Wade	54
The Ruby	Captain George Walton	48
The Pendennis .	Captain Thomas Hudson	48
The Windsor . .	Captain John Constable	48
The Falmouth . .	Captain Samuel Vincent	48

On the 20th, at day-break, he found himself very near the enemy, ith only the Ruby to assist him, the rest of the ships lying three, four, or ve miles a-stern. About two in the afternoon, the sea-breeze began to low, and then the enemy got into a line, making what sail they could: ad the rest of the ships not coming up, the admiral and the Ruby plied em with chace-guns, and kept them company all the next night.

On the 21st, the admiral was on the quarter of the second ship of the emy's line, within point-blank shot; but the Ruby being a-head of the me ship, she fired at her, as the other ship did likewise that was a-head the admiral. The Breda engaged the ship that first attacked the Ruby, d plied her so warmly, that she was forced to tow off. The admiral uld have followed her, but the Ruby was in such a condition that he uld not leave her. During this engagement, the rear ship of the emy's was a-breast of the Defiance and Windsor, but neither of those ips fired a single shot. On the 22d, at day-break, the Greenwich was e leagues a-stern, though the signal for battle was never struck night or y; about three in the afternoon the wind came southerly, which gave e enemy the weather gage.

On the 24th, about two in the morning, they came up within call of the rnmost, there being then very little wind. The admiral fired a broadde with double round below, and round and partridge aloft. At three clock the admiral's right leg was shattered to pieces by a chain-shot, d he was carried down; but he presently ordered his cradle on the arter-deck, and continued the fight till day. Then appeared the ruins the enemy's ship of about seventy guns; her main yard down and ot to pieces, her fore-top-sail-yard shot away, her mizen-mast shot by e board, all her rigging gone, and her sides bored to pieces. The adiral soon after discovered the enemy standing toward him with a rong gale of wind. The Windsor, Pendennis, and Greenwich, a-head the enemy, came to the leeward of the disabled ship, fired their broaddes, passed her, and stood to the southward: then came the Defiance, red part of her broadside, when the disabled ship returning about twenty uns, the Defiance put her helm a-weather, and ran away right before the ind, lowered both her top-sails, and ran to the leeward of the Falmouth, ithout any regard to the signal of battle.

The enemy seeing the other two ships stand to the southward, immediately bore down upon the admiral, and ran between their disabled ship and him, and poured in all their shot, by which they brought down his main-top-sail-yard, and shattered his rigging very much; none of the other ships being near him, or taking the least notice of his signals proclaimed in consequence of this melancholy visitation, the following notice appeared in the Gazette.

"Her majesty, taking into consideration the great loss sustained by the families of such persons as, being in her majesty's service at sea, perished in the late storm, with the advice of her privy-council, is pleased to order, that the widows and families of such commission and other officers and seamen as have perished in the late storm, be entitled to her majesty's bounty, in the same manner as if they had been actually killed in fight in her majesty's service at sea, according to the establishment in that behalf. And his royal highness Prince George of Denmark, lord-high-admiral, is desired to give the necessary directions herein, accordingly."

The house of commons addressed her majesty on this melancholy occasion, requesting her to give the necessary directions for repairing this loss, by building ships, &c., and promised to make good the expences at their next meeting.

Upon the death of Admiral Benbow, the command of his squadron devolved upon Rear-admiral Whetstone, who immediately put it in the best condition possible for sea, and then cruized for some time on the coast of Hispaniola.

On his return to Jamaica, he was enabled to be of great service to that colony; for, on the 9th of February, a fire broke out in Port Royal, about noon, which burnt it completely down to the ground before night. In this distress of the wretched inhabitants, the seamen, with the greatest promptitude and industry, exerted themselves to save the goods and stores from the devouring element; and the rear-admiral, with true British humanity, invited by a proclamation those who were left destitute, to seek shelter on board her majesty's ships until they could be permanently provided for.

After having effected all he could for the welfare of the colony, Rear-admiral Whetstone sailed again on a cruize, in hopes of meeting a large fleet of merchantmen which were expected from France. Arriving before Leogone, he divided his squadron, in order to prevent the enemy's escape on either side; himself sailing to the westward with part of the ships; and the remainder, under the command of Captain Vincent, steering to the southward.

The admiral soon came in sight of three of the enemy's privateers, which, being ready to sail, stood away directly to the northward; but he soon captured one of them, and drove the other two a-shore, where he burnt them: and in the mean time Captain Vincent rowed in the night into a place called Cul de Sac; where he found four ships, one of which he burnt, another he sunk, the third he towed out, and boarding the fourth, she was blown up by the accidental firing of a grenado-shell.

While Rear-admiral Whetstone was thus employed, Sir George Rooke, in the month of September, 1702, detached from the Mediterranean Captain Hovenden Walker in the Burford, five more third rates, ten transports, and four regiments on board, for the Leeward-islands. He arrived, in Barbadoes in the beginning of the month of January; and soon after, six of our East India ships, richly laden coming thither, he sent them home, under the convoy of the Expedition, a third rate, Captain Knapp commander, who brought them safely to England. From Barbadoes, Commodore Walker sailed to Antigua, where he joined Colonel Codrington in an expedition to Guadaloupe. They sailed from Antigua the latter end of February. On the 12th of March, General Codrington landed with great part of the forces; and Commodore Walker sent in the Chichester, which drove the enemy from their batteries, and our men quickly entered. The next day, the rest of the soldiers, and four hundred seamen were landed, who attacked the north part of the town with great fury; forced the enemy to abandon it, and to retreat into the castle and fort; which they defended to the 3rd of April; and then, blowing them both up, retired to the mountains. After this, our troops ravaged all the country, burnt the town to the ground, razed the fortifications, and with a very great booty, embarked without the loss of a man.

By this time intelligence of Admiral Benbow's death had reached England, and it was thereupon determined to send out another flag officer, with a strong squadron; and accordingly Vice-admiral Graydon was appointed to this service; but sailed at last with only a third, a fourth, and a fifth rate, the last of which proved unfit for the voyage, and therefore the Montague of sixty, and the Nonsuch of fifty guns, were ordered to see him a hundred and fifty leagues into the sea. They sailed about the middle of March, and on the 18th of that month saw four French ships to leeward, viz. two of sixty, one of fifty, and another of forty guns; the last of which the Montague, commanded by Captain William Cleveland, bore down to, and soon after engaged. Hereupon the vice-admiral made the signal for a line of battle; but the Montague's fore-top-sail being shot in pieces by the second broadside she received from the enemy, she could not tack so soon as otherwise might have been expected; so that the other three French ships wore, and bearing down to the ship that had been engaged, each of them fired her broadside at the Montague; but she being to windward, and the sea running high, all their shot flew over her, so that she received no considerable damage. The French ships, Of the patriotism and spirit of the gallant admiral the following is an instance. Immediately after his leg was shot off, one of his lieutenants was expressing his sorrow for that event, " I am sorry for it too, replied the gallant hero, but I had rather have lost them both, than have seen this dishonour brought upon the English nation. But do you hear, if another shot should take me off, behave like brave men and fight it out."

In the month of March 1703 the queen made a considerable naval promotion : the Marquis of Carmarthen was advanced to be vice-admiral of the red, John Graydon, Esq. was made vice-admiral of the white, John Leake, Esq. vice-admiral of the blue, George Byng, Esq. rear-admiral of the red, Thomas Dilkes, Esq. rear-admiral of the white, and Basil Beaumont, Esq. rear-admiral of the blue. Nothing, however, of any importance was achieved until the month of July. The grand fleet under the command of Sir Cloudesley Shovel (Sir George Rooke having for a time retired, on account of ill health) was then at sea, and Rear-admiral Dilkes with a small squadron, was stationed at Spithead, when the council having intelligence, that a considerable fleet of French merchant-ships, with their convoy, were in Cancale-bay ; orders were sent to the rear-admiral, to sail immediately in pursuit of them. On the twenty-fourth, he ordered the captain of the Nonsuch to stand as near Alderney as he could, and send his boat ashore to gain intelligence. On the twenty-fifth he stood towards the Casquets for the same purpose ; and at six in the evening, anchored off the south west part of Jersey, where he sent Captain Chamberlain, commander of the Spy brigantine, to the governor, that he might obtain the best intelligence he could give.

The governor sent to him Captain James Lampriere, and Captain Thomas Pipon, by whom being informed of a fleet of about forty sail plying to the windward on the 15th, to get to Granville, the rear-admiral, upon a consultation at a council of war with the pilots, resolved to sail immediately, and the next morning, the 26th, by day light, perceived the enemy at an anchor about a league to the westward of Granville ; who upon his approach, got under sail, and stood in for the shore.

The rear-admiral followed, and found them to consist of forty-three merchant-ships, and three men of war. Being come within four feet water more than the ship drew, he manned all his boats, and the rest of the ships did the same. By noon he took fifteen sail, burnt six, and sunk three; the rest stood so far into a bay, between Avranches and the mount of St. Michael that in the judgment of the pilots, our ships could not attack them ; whereupon, on the 27th in the morning, it was resolved at a council of war, to go into the bay with the Hector, Mermaid, a fire ship, the Spy brigantine, a ship of six guns, taken the day before from the enemy, a ketch fitted out as a fire ship, and all the boats of the squadron; which was performed between ten and eleven in the morning, the rear-admiral being present, accompanied by Captain Fairfax, Captain Legg, and Captain Mighells; as also by the Captains Lampriere and Pipon.

There were three ships equipped for war; one of eighteen guns, which the enemy burnt; the second of fourteen guns, which Mr. Paul first lieutenant of the Kent, set on fire, who in this service was shot through the lower jaw, and four men killed; and a third of eight guns, which was brought off. Seventeen more of the merchant-ships were burnt and destroyed, by this second attack; so that of the whole fleet only four escaped, by getting under the command of Granville Fort. There were, during the time of this action, about five thousand of the enemy seen on shore; but they did not advance near enough to do their own people any service, or our people any hurt. The queen, ordered gold medals to be struck on this occasion, and delivered to the rear-admiral and all his officers, who certainly had very well deserved them.

In this year 1703, happened one of the most dreadful storms that ever was known in this quarter of the globe, at least in the memory of man. It began about eleven at night on the 27th of November, the wind being west south west, and continued, with dreadful flashes of lightning, till about seven the next morning. The river rose so tremendously, that it was a great height in Westminster Hall; and London bridge was almost choked up with wrecks. The damage done in London alone, was computed at not less than a million, and the city of Bristol suffered the loss of upwards of one hundred and fifty thousand pounds. Of our navy no less than thirteen ships were lost, and upwards of fifteen hundred seamen drowned; among whom was Basil Beaumont, Esq. rear-admiral of the red, who was cast away in the Mary: Captain Edward Hopson, on the Goodwin sands; the captain and purser were fortunately for them, on shore, but of the remainder of the crew, two hundred and seventy, one man only, and that by a kind of miracle, escaped. This man, whose name was Thomas Atkins, saw Rear-admiral Beaumont when the ship was breaking up, get upon a part of the quarter-deck, but he was soon washed off, and almost at the same moment, he, (Atkins) was tossed by a wave into the Sterling-Castle, and this ship soon after sinking, he was the third man who was saved in her boat, a wave having washed him off the wreck.

The queen on this occasion greatly endeared herself to her subjects by her bounty to the shipwrecked seamen and distressed families of such as were drowned; and having ordered a general fast and humiliation to be proclaimed in consequence of this melancholy visitation, the following notice appeared in the Gazette.

"Her majesty, taking into consideration the great loss sustained by the families of such persons as, being in her majesty's service at sea, perished in the late storm, with the advice of her privy-council, is pleased to order, that the widows and families of such commission and other officers and seamen as have perished in the late storm, be entitled to her majesty's bounty, in the same manner as if they had been actually killed in fight in her majesty's service at sea, according to the establishment in that behalf. And his royal highness Prince George of Denmark, lord-high-admiral, is desired to give the necessary directions herein, accordingly."

The house of commons addressed her majesty on this melancholy occasion, requesting her to give the necessary directions for repairing this loss, by building ships, &c., and promised to make good the expenses at their next meeting.

Upon the death of Admiral Benbow, the command of his squadron devolved upon Rear-admiral Whetstone, who immediately put it in the best condition possible for sea, and then cruized for some time on the coast of Hispaniola.

On his return to Jamaica, he was enabled to be of great service to that colony; for, on the 9th of February, a fire broke out in Port Royal, about noon, which burnt it completely down to the ground before night. In this distress of the wretched inhabitants, the seamen, with the greatest promptitude and industry, exerted themselves to save the goods and stores from the devouring element; and the rear-admiral, with true British humanity, invited by a proclamation those who were left destitute, to seek shelter on board her majesty's ships until they could be permanently provided for.

After having effected all he could for the welfare of the colony, Rear-admiral Whetstone sailed again on a cruize, in hopes of meeting a large fleet of merchantmen which were expected from France. Arriving before Leogone, he divided his squadron, in order to prevent the enemy's escape on either side; himself sailing to the westward with part of the ships; and the remainder, under the command of Captain Vincent, steering to the southward.

The admiral soon came in sight of three of the enemy's privateers, which, being ready to sail, stood away directly to the northward; but he soon captured one of them, and drove the other two a-shore, where he burnt them: and in the mean time Captain Vincent rowed in the night into a place called Cul de Sac; where he found four ships, one of which he burnt, another he sunk, the third he towed out, and boarding the fourth, she was blown up by the accidental firing of a grenado-shell.

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Admiral Graydon incurred great popular censure for thus suffering the enemy to escape so easily; but it appears, that in so doing, he was strictly obeying his orders, which were to lose no time in his passage to the place of his destination, either by chacing or speaking any ship whatever; the service on which he was bound greatly requiring his presence, and the regiment that was with him. The admiral, therefore, proceeded on his voyage with all possible diligence, and arrived at the island of Barbadoes on the 12th of May, where he found a brigantine which had just come from Guadaloupe, with advice, that Commodore Walker was there, and that both seamen and soldiers were in danger of being starved for want of provisions. The vice-admiral, therefore, having furnished himself with all the beef, pork, bread, and pease that could be procured, sailed on the 17th. On the 20th, he ran in with the fort and town of Guadaloupe; and seeing it in ruins, he sailed instantly for Antigua, and thence to Nevis, where he met with the army and squadron in the greatest distress; and having relieved them, he proceeded thence with all the ships of war to Jamaica, where they arrived on the 5th of June. Some differences that soon after arose between the admiral and some of the principal persons in Jamaica, together with the defective state of the fleet, determined him to sail home as soon as possible: and accordingly, having left the Norwich, the Experiment, and the Sea-horse, with the Harman and Earl-galley fire-ships, together with two sloops, to attend the island; and the Colchester and Sunderland to convoy home the latter trade, he sailed.

In the evening of the 2d of August, the admiral being off Newfoundland, there arose such a fog as had scarcely ever been seen; for it lasted thirty days complete, and the weather was so very dark, that it was difficult to discover one ship from another: this occasioned the dispersion of the fleet, which could not be brought together again till the 3d of September, when the vice-admiral thought it proper to consult his officers, as to the principal design of his voyage, which was the attacking the French at Placentia, and thereby forcing them to quit Newfoundland. They took into consideration the queen's instructions to Brigadier Columbine, then deceased, and those to Admiral Graydon; and finding all their ships in very bad condition; that they were thinly manned; and most of the crews sick; already at short allowance; and the soldiers, through their being forced to drink water in so cold a climate, having their limbs benumbed, so that they were scarcely fit for service; five regiments reduced to one thousand and thirty-five men: and those in a manner disabled; and, from the best accounts, the enemy at Placentia judged to be much superior in number; these and other difficulties and obstructions being maturely considered, the council of war were unanimously of opinion, that to make an attempt on that place with the ships and forces, in such a condition and at such a season of the year, was altogether impracticable.

They therefore resolved upon returning home immediately, and accordingly reached the Downs in safety on the 22nd of October.

This unlucky termination of Admiral Graydon's expedition, drew on him very heavy reproaches from the nation, though it was évident to every impartial person, that he had been rather unlucky than wanting in his duty. The murmurs, however, became so loud, that the house of lords came to a determination of addressing her majesty to remove him from all employments; and accordingly he was henceforward laid aside, though it appears evident that he had only obeyed his orders, from the circumstance that no prosecution was instituted against him.

In the next year 1704, Sir George Rooke was appointed to conduct the king of Spain to Portugal; and accordingly arrived after a fine passage with the squadron and all the transports in the river of Lisbon, where two days were spent in debating the ceremonial of the king's reception, but that which more particularly deserves our attention is, the contention which took place respecting the honours of the flag. The King of Portugal desired, that upon his coming on board the admiral's ship in his barge of state, and striking his standard, the English flag might be struck at the same time; and that when his Catholic majesty, with himself, should go off from the ship, his standard might be hoisted, and the admiral's flag continue struck until they were on shore. This proposition was made from the King of Portugal, by the King of Spain; to which the admiral replied, that his majesty, so long as he should be on board, might command the flag to be struck when he pleased; but that whenever he left the ship, he was himself admiral, and obliged to execute his commission by immediately hoisting his flag. This, and some other reasons, satisfied the King of Spain, as well as his Portuguese majesty, so that the flag of England was no longer struck, than the standard of Portugal.

Two days after the king had landed, the admiral, sent a squadron of seventeen sail, to cruize off Cape Spartell; which squadron was afterwards increased to twenty-two sail. Rear-admiral Dilkes, who commanded the squadron, on the twelfth of March in the morning, discovered four sail of ships standing to the N. E. He had with him, three third rates, and

Leaving as many men as could be spared in garrison there, under the command of the Prince of Hesse, the fleet sailed, and on the 9th of August, they sailed again from Gibraltar, and had sight of the French fleet, which endeavoured to get away; but Sir George pursued them with all the sail he could make. On the 13th of the same month, he came within three leagues of them, when they brought to with their heads to the southward, the wind being easterly; and forming a line, lay in a proper posture to receive him. They were fifty-two ships, and twenty-four gallies, very strong in the centre, but weaker in the van and rear; to supply which, most of their gallies were placed in those squadrons. In the centre was Count Thoulouse, high-admiral of France, with the white squadron; in the van the white and blue flag, and in the rear the blue, each admiral having his vice and rear-admiral. Our fleet consisted of fifty-three ships; but the admiral ordered the Swallow and Panther, two fourth-rates, with a fifth and sixth, and two fire ships, to lie to the windward of him, that if the enemy's van should push through our line with their gallies and fire ships they might be ready to receive them and give them some diversion.

A little after ten in the morning, our fleet bore down in order of battle, and when they came within half gun-shot of the enemy, began the battle, which fell very heavy on the Royal Catherine, the St. George, and the Shrewsbury. About two in the afternoon the enemy's van gave way to ours, and the battle ended with the day, when the enemy went away by the help of their gallies, to the leeward. In the night the wind shifted to the northward, and in the morning to the westward, which gave the enemy the wind of us. Our fleet endeavoured the two next days to renew the fight, but the French avoided it, and at last bore away, with all the sail they could.

This plainly discovers that victory was on the side of the English, notwithstanding the great advantages of the French: for first, their ships were bigger; they had seventeen three-deck ships, and we had but seven. Secondly, they had a great advantage in their weight of metal; for they had six hundred guns more than we had. Thirdly, they were clean ships just come out of port; whereas ours had been long at sea, and had done hard service. They had also the assistance of their gallies; which was a great advantage, for about the middle of the fight, the French admiral ordered a seventy gun ship to board the Monk, a sixty gun ship of ours, commanded by Captain Mighells; which she did, and was beaten off three times, and after every repulse she had her wounded men taken away, and their place suppli[illegible] from the gallies; to add to this the French fleet was thoroughly provided with ammunition; while in ours, several ships were towed out of the line, because they had not either powder or ball sufficient for a single broadside. It may be therefore justly said, that the battle of Malaga decided the empire of the sea, and left to us and the Dutch, an undisputed claim to the title of MARITIME POWERS.

Sir Cloudesley Shovel, in a letter which was printed in a history of the naval transactions of that year, says,—

"The ships that suffered most in my division were the Lenox, Warspight, Tilbury, and Swiftsure, the rest escaped pretty well, and I the best of all, though I never took greater pains in all my life to get soundly beaten, for I set all my sails, and rowed with three boats a-head, to get along-side with the admiral of the white and blue: but he outsailing me, shunned fighting, and lay along-side of the little ships. Notwithstanding, the engagement was very sharp, and I think the like between two fleets has never been in any time. There is hardly a ship that must not shift one mast, and some must shift all: a great many have suffered much, but none more than Sir George Rooke, and Captain Jennings, in the St. George."

The French, however, as usual with them, claimed the honour of victory; and Louis XIV., to keep up the farce, wrote to the Archbishop of Paris, desiring him to order Te Deum to be sung in all the churches; and published a long and circumstantial account of the battle, in which there was scarcely one word of truth. Among the rest of the falsehoods asserted, was an attempt to account for the French fleet not following up their pretended victory, by saying, that two of their principal ships, one the admiral's, were set on fire by bombs, which fell on them from the English bomb-vessels, though in reality the English had not a single bomb-vessel with them.

To complete the vain boasting and bombast of the French nation, their academy caused a medal to be struck on the occasion, bearing the following inscription, ANGLORUM ET BATAVORUM CLASSE FUGATA AD MALAGAM, XXIV. AUGUSTI, MDCCIV. *The English and Dutch beaten at Malaga, 24th of August,* 1704.

This vain-glorious attempt to convert a defeat into a victory does not appear surprising, in a nation which had ever been notorious for the same system; but, to those who know not to what extent party malice and envy will operate in blinding men to the truth, it will seem incredible that there could be found Englishmen who were desirous of rendering this fabulous tale believed, and of wresting from the brave admiral, Sir George Rooke, the laurels he had so gallantly won.

The popular voice, however, was decidedly in favour of Sir George Rooke, and the brave officers and seamen under his command; and the queen testified, in the warmest manner, her sense of their important services, bestowing the honour of knighthood on Captain John Jennings, commander of the St. George; as also on George Byng, rear-admiral of the red, and Thomas Dilkes, Esq. of the white squadron.

An attempt to depreciate the merit of Sir George Rooke's conduct, which was made in the following sessions of parliament, was triumphantly defeated; and the house in their address to her majesty, made use of these words: "We beg leave to congratulate your majesty upon the great and glorious successes with which it has pleased God to bless your majesty in the entire defeat of the united forces of France and Bavaria, by the arms of your majesty and your allies, under the command, and by the courage and conduct of Sir George Rooke:" and on the 2d of November, having taken into their serious consideration the services both of the fleet and the army, they unanimously voted, "That her majesty be desired to bestow her bounty upon the seamen and land forces, who had behaved themselves so gallantly in the late actions both by sea and land." To which her majesty very graciously answered, "That she would give her directions accordingly." The Dutch historians, also, confess that it was the best fought action recorded in history; and that the skill of Sir George Rooke convinced the French, that it was in vain any longer to contest with the maritime powers the empire of the sea.

Notwithstanding all these testimonials in his favour, the rage of party ran so high, that Sir George Rooke, in disgust, refused to accept any farther command a circumstance which occasioned the following remarks by a spirited writer of later times. "In 1704," says he, "Sir George Rooke, with a crew of cabin-boys, took the almost impregnable fortress of Gibraltar; so that, at the same time, British trophies were erected eastward as far as the Danube, and her flags were seen waving on the towers of the most western parts of Europe, where Hercules fixed his *ne plus ultra.* After this, under great disadvantages both in the numbers, rates, and condition of his ships, and above all, in the want of ammunition, he so far convinced the French how unequal a match they were for us on the watery-element, that they have never since ventured to equip another royal navy: yet how were his services undervalued by the faction here? Gibraltar, which was able to defy the power of Spain, and to baffle and waste their army in a fruitless siege, and which is like to continue to future ages an honour to our arms and a safeguard to our commerce, was a place of no strength or value, and the engagement at sea was celebrated with lampoons, instead of congratulations. Neither his actions in the last war, nor in the east, his conduct in saving a Turkey fleet, or his courage in destroying the French ships at La Hague, could prevail with them to allow him any share of skill or bravery, so that he is to wait for justice from impartial posterity; not only in these qualities, but one much more rare in this age, which he shewed in refusing to ask the privy seal for a sum of money remaining in his hands, of what had been remitted to him. As he had not wasted it in menstruous bowls of punch, so he scorned to enrich himself by converting the public treasure to his own use; but justly accounted for it. These monuments in spite of envy or detraction, will remain to his honour in the records of time, and his memory will live without the assistance or expence of a lumpish pile of stones clumped up against the walls of Westminster Abbey, as was bestowed to commemorate the loss of some of her majesty's ships, and the more valuable lives of many of her subjects, for want of common care and discretion."

In the beginning of the next year 1707, great murmurs were raised against the conduct of the council of the lord-high-admiral, Prince George; and two committees of enquiry were in consequence instituted, which led to a total change in the admiralty: Sir Cloudesley Shovel was appointed rear-admiral of England, and admiral and commander-in-chief. Sir John Leake was made vice-admiral of the white, and Sir George Byng of the blue, Sir Thomas Dilkes rear-admiral of the red, William Whetstone, Esq. rear-admiral of the white, and John Jennings rear-admiral of the blue.

The first point to which the attention of the English government was directed, was the preservation of Gibraltar, which the French and Spaniards were obstinately determined to regain from our hands.

To defeat this purpose, Sir John Leake was stationed in the Mediterranean; but having entered the port of Lisbon to refit, he received intelligence that Baron de Pointis had sailed from Cadiz to block up Gibraltar by sea; and that the Marquis Villadorias who had hitherto conducted the siege by land, had been replaced by a French general, the Marshal de Tesse, whom the prince of Hesse, then commanding the garrison of Gibraltar had found a very formidable enemy. Sir John therefore sailed from Lisbon to the relief of Gibraltar, having been previously reinforced by Sir Thomas Dilkes; who had arrived from England with five third rates, and a body of troops, Upon the 9th of March Sir John had sight of cape

Spartell, but not having light enough to reach the bay of Gibraltar, he thought proper to lye by, intending to surprise the enemy early in the morning; but, by bad weather, was prevented from making sail so soon as he intended. About half an hour past five, he was within two miles of cape Cabretta, when he discovered five sail making out of the bay, which proved to be the Magnanimous of seventy-four guns, the Lilly of eighty-six, and the Marquis of fifty-six.

At first, they made for the Barbary shore: but seeing our fleet gained upon them, they stood for the Spanish coast: at nine o'clock, Sir Thomas Dilkes on board her majesty's ship Revenge, together with the Newcastle, Antelope, Expedition, and a Dutch man of war, got within half gunshot of the Arrogant, and after a very little resistance she struck, the Newcastle's boat getting first on board her. Before one o'clock the Marquis, with two Dutch men of war, and the Magnanimous, with the Lilly, ran ashore a little to the westward of Marbella. The Ardent, on board which was the Baron de Pointis, ran ashore with so much force, that all her masts came by the board as soon as she was struck upon the ground, and the enemy set fire to her in the night, as they did to the Lilly the next morning. After the engagement was over, our squadron looked into Malaga road, where her majesty's ships, the Swallow and Leopard, chased a French merchant-man ashore, of the burthen of about three hundred tons, which the enemy burnt. The rest of their ships, having been blown from their anchors some days before Sir John's arrival, took shelter in Malaga bay; and, hearing the report of our guns, cut their cables, and made the best of their way to Toulon.

The Marshall de Tesse, finding it useless to continue the siege, withdrew his troops from before Gibraltar, into which place, from the 9th to the 15th of March, more than eight thousand bombs, and seventy thousand cannon-shot, had been fired though with very little effect.

While these great things were doing in the Mediterranean, Sir George Byng was sent with a small squadron of cruizers into the Soundings. He sailed in the latter end of January, with a large and rich fleet of outward bound merchant-ships. As soon as he had seen these safe into the sea, he disposed of his squadron in such a manner as he thought most proper for securing our own trade, and for meeting with the French privateers. By this disposition his ships, were so fortunate as to take from the enemy a man of war of forty-four guns, twelve privateers, and seven merchant-ships, most of which were richly laden from the West Indies. The number of men taken on board all these prizes was upwards of two thousand, and of guns three hundred and thirty four. This gave such a blow to the French privateers, that they scarcely ventured in the channel all the year after, but chose rather to sail northward, in hopes of meeting some of our ships homeward-bound from the Baltic.

A grand fleet was soon fitted out, under the command of the famous Earl of Peterborough, and Sir Cloudesley Shovel, as joint-admirals; and the first orders they received, were, to proceed to the Mediterranean, with the force then ready, which amounted to twenty-nine sail of line-of-battle ships, besides frigates, fire-ships, bombs, and other small craft. On the 11th of June, they arrived in the river of Lisbon, where they found Sir John Leake, with his squadron, in great want of provisions; upon which the admiral ordered them to be supplied out of the stores brought from England, and that for four months whole allowance: and it was then determined to put to sea with forty-eight ships of the line, English and Dutch, and to dispose them in such a station between cape Spartell and the bay of Cadiz, as might best prevent the junction of the French squadron from Toulon and Brest.

On the 22d of June, Sir Cloudesley Shovel with the fleet, sailed for Lisbon; from thence he sailed to Altea-bay, and there took in his Catholic majesties, King Charles, who pressed the Earl of Peterborough to make an immediate attempt on the city of Barcelona. This being agreed to, the fleet sailed accordingly to Barcelona, and arrived on the 12th of August. After the troops were disembarked, there were many disputes, whether the siege should, or should not, be undertaken; but at last the affirmative carried it; and it was then resolved, that the fleet should land two thousand five hundred men, exclusive of the marines, and the Dutch six hundred of their men; on condition, however, that on the first certain intelligence of the French fleet being at sea, both seamen and marines should embark again immediately. It was next determined in a council of war, that as the winter season was advancing, it was too late for the fleet to proceed to the coast of Italy: and therefore that it should return to England the first fair wind after the 20th of September.

On the third of September, the Prince of Hesse attacked Fort Mountjoy, in which his highness lost his life, yet, through the extraordinary bravery of the Earl of Peterborough, who renewed the attack, it was taken. After this success, the siege was pushed with great vigour; the trenches were opened on the 9th, and batteries raised for fifty guns and twenty mortars. His Catholic majesty having at length consented to it, our bomb-vessels threw four hundred and twelve shells into the town; and eight English and Dutch ships under the command of Sir Stafford Fairbourne, being appointed to cannonade it from the sea, while the cannon from the batteries and fort continued to do the like on shore; the viceroy desired to capitulate, and the capitulation being signed on the 28th, the gate and bastion of St. Angelo was delivered up the same day, and the whole city in a few days after. The surrender of this capital of Catalonia so strengthened King Charles's party, that the whole principality, Rosa's only excepted, submitted soon after.

This speedy reduction of Barcelona has ever been considered one of the most surprising events that ever occurred in this or any war; and was undoubtedly chiefly to be ascribed to the powerful assistance of our fleet, who independant of keeping up a bombardment against the town, whenever the weather would permit, supplied the besieging army with men, money, and ammunition, to the utmost extent of their power

After this glorious affair, Sir Cloudesley Shovel sailed with nineteen English ships of the line, and part of the Dutch fleet, and arrived safely at Spithead on the 16th of November; leaving Sir John Leake with a strong squadron in the Mediterranean; six ships to attend the Earl of Peterborough; two at Gibraltar; and two more, a third and fourth rate to cruize on the look out for the homeward bound Brazil fleet.

While our arms however were thus successful in one quarter, we experienced some losses in another, particularly in the capture of a great part of our homeward bound Baltic fleet; with their convoy of three men of war, by the Dunkirk squadron, commanded by the Count de St. Paul. Sir Thomas Dilkes with a squadron had been for some time stationed to watch that part, and another squadron here in the soundings, but M. de St. Paul continued to elude their vigilance, and got out to sea with five men of war, and five privateers; he was afterwards joined by five more privateers, and on the 20th of October, they fell in with our Baltic fleet, and having directed M. Du Bart, with one of the men of war, and the privateers, to secure as many of the merchant ships as possible, M. de St. Paul, with the other three men of war, attacked the convoy, which made a very gallant defence, but was at last forced to yield; Mr. de St. Paul, was shot in the midst of the action with a musquet ball, and the Count d'Illiers who succeeded him, carried out three men of war, and twelve merchant ships into Dunkirk.

The person who reported this action to Lewis XIV. thought the king received him very coldly, and therefore repeated, that there were three English men of war, and twelve merchant-men, carried into Dunkirk. "Very well," returned the king with a sigh; "I wish they were all safe in any "English port, if that would restore M. de St. Paul." It was by such testimonies of respect as these, that the French King always ensured a succession of brave officers, ever ready to expose their lives in his service.

In the mean time, the French and Spaniards were meditating the total destruction of King Charles, in hopes of regaining his throne. Their design was to attack Bercelona where he now was, both by sea and land; and that at a period when no English fleet would be prepared to come to his assistance. So much time however was occupied in preparations, that the time when such a blow might have been struck, glided away, and the design was discovered by the English government, who sent immediate intelligence to Sir John Leake at Lisbon, from whence the admiral sailed to Gibraltar, where he received a letter from the Spanish monarch, entreating his assistance, a numerous army under M. de Tasse having invested Barcelona, and the French fleet under the Count de Thoulouse having landed provisions and ammunition sufficient for two months for an army of thirty thousand men.

Sir John therefore determined to sail immediately for Barcelona, having been joined by Commodore Prince, with six English, and the same number of Dutch men of war; and afterwards by Sir George Byng, with his squadron.

On the 27th of April, the whole fleet arrived in the harbour of Barcelona, and thus saved it from destruction, the enemy having made every preparation for storming the place that very night, which from the weakness of the garrison must inevitably have succeeded.

Two days after the arrival of the fleet, M. de Tesse thought fit to raise the siege in a very extraordinary manner. His army consisted still of fourteen thousand men, the succours thrown into the place did not exceed six thousand; so that it was very strange that he should leave behind him a train of one hundred and six pieces of brass cannon, forty-seven mortars, two thousand bombs, ten thousand grenades, forty thousand cannon shot, two hundred barrels of musquet-shot, five thousand barrels of powder, eight thousand swords, eighteen thousand sacks of corn, besides flour, rye, and oats, in proportion, as if they intended it as a present to the besieged, by way of compensation for the trouble they had given them.

The next great service that was attempted, was the reducing Alicant; and in sailing thither, putting into Altea bay, the admiral received notice, that Carthagena was disposed to submit; upon which Sir John Jennings was sent to that city, who returned on the 24th of June, after leaving a garrison in the place, The governor of Alicant however refused to surrender, and therefore it was resolved to besiege it by land, while it was at-the first summons, sent deputies to make their submission, which was readily accepted, and King Charles III. immediately proclaimed. On the 13th, the fleet sailed for Majorca, and arrived on the 14th before Palma. This island, which is one of the finest in the world, and so large as to be once accounted a kingdom, was at this time governed by the Conde de Alcudia, who was warmly in the interest of King Philip, and when the admiral summoned him, replied "That he would defend the island as long as there was a man in it." But, upon throwing three or four bombs into the place, which did no great mischief, the inhabitants rose and forced the viceroy to surrender.

Sir John Leake left a garrison in Porto-Pin, and on the 23d of the same month, proceeded on his voyage for England. On the 2d of October, Sir John passed the Straits, and on the 4th, when he was off the south cape, he detached Sir George Byng, with the winter-squadron, for Lisbon. On the 17th he arrived safely at St. Helen's, having been separated in a storm from the rest of the fleet, which came soon after into Porstmouth. And thus ended as successful a sea-campaign as was ever recorded in our own, or any other history.

The same eventful year beheld the surrender of Ostend to the English Forces, after a siege of only one week, though it had formerly held out for months.

On the 19th of June, the trenches were opened before the place; Sir Stafford Fairborne, with his squadron, cannonaded it by sea, and, at the same time, two bomb-vessels were sent as near as might be, and, when they came to play, did great execution. Sir Stafford likewise caused all the small frigates to run in as near the town as possible, and to discharge their broadsides; which they did with so little damage to themselves, and such great injury to the place, that the people began to mutiny, and the governor found himself under a necessity of capitulating, which he did on the 25th.

After the surrender of Ostend, Sir Stafford Fairborne returned to Spithead, to assist in convoying a body of troops that were intended for a descent upon France.

This was a design framed upon the representation of some French Huguenots; particularly the famous Marquis Guiscard, who was afterwards engaged in a design to assassinate the queen. The land-forces consisted of very nearly ten thousand men. Who were to be commanded in chief by the Earl Rivers; under him by the Lieutenant-generals Earle and De Guiscard: the earl of Essex, and Lord Mordaunt, eldest son to the earl of Peterborough, were to serve in this expedition as major-generals. On the 10th of August, the fleet, under the command of Sir Cloudesley Shovel, sailed from St. Helen's: but, not being joined time enough by the Dutch, this project proved abortive; and it was resolved, that the fleet should proceed to Lisbon with these forces on board, and that they should be employed in the service of his Catholic majesty.

It does not appear, that, after their disappointment in this scheme of naking a descent on France, the ministry came to any resolution as to he employment of the grand fleet, or of the land-forces on board it; it ooks as if all things had been trusted to the wisdom of the admiral, Sir Cloudesley Shovel, and of the general. The fleet was extremely late before it sailed for the Mediterranean, *viz.* the 1st of October, and being in he Soundings on the 10th of the same month, the Barfleur, a second rate, prung a dangerous leak, which obliged the admiral to send her home, nd to take the Earl Rivers, and his principal officers, into his own ship, he Association. Proceeding in their voyage, they met with exceedingly bad reather, insomuch, that when the admiral arrived in the river of Lisbon e had with him but four men-of-war, and fifty transports; but he had e good luck to find the rest of the fleet arrived before him, so that he egan immediately to prepare for action, and sent two ships of Sir George yng's squadron to Alicant, with money and necessaries for the army, then nder the command of the earl of Galway, which was in very great want f them.

While he was thus employed, he heard with great regret, of the disrders that had fallen out in the Spanish court and in our army. It is ry hard to say, who was, or who was not, in the right; but this is certin, that in consequence of these disputes, King Charles III. lost his terest among the Spaniards; and though he was once master of Madrid e was forced to quit it again, and his affairs began to fall into such nfusion, that the admiral at Lisbon could scarcely tell what he had to o, or how he was to act for his Catholic majesty's service; and therefore, ought it requisite to send Colonel Worsley to Valencia, in order to eceive from the king himself, and the general, a certain account of their ffairs, and a true state of the services they expected from him. While is gentleman was gone, and before the admiral had it in his power to ke any settled resolution, the king of Portugal died, which threw the fairs of that kingdom into some confusion; and that could not happen ithout affecting us. We before observed the Portuguese ministry acted a manner no way suitable to the strict alliance which then subsisted etween our court and theirs. But now things grew worse and worse; nd whatever sentiments the new king might be of, his ministers ventured so take some such steps, as were not to be borne with patience by an admiral of Sir Cloudesley Shovel's temper.

Upon the return of Colonel Worsley, the admiral was apprized, by letters from the king and earl of Galway, that unless he could bring Earl Rivers, and the forces under his command, and land them so as that they might come to their assistance, things were likely to fall into as great confusion as they were in the winter before, whereby all the advantages would be lost which had been afterwards procured at so vast an expense, both of blood and treasure, by the maritime powers. These advices gave the admiral so much the more concern, as he knew that the ships were so much damaged by the rough weather they had met with on their passage, that it was impossible to fit them speedily for sea; and that, on the other hand, the land-forces were so much reduced by sickness, death, and other accidents, that, instead of ten, there were scarcely six thousand effective men. He resolved, however, to do the best he could to comply with the desire of the king and the general; the rather because he saw that nothing but spirit and diligence could possibly recover those advantages, which had been lost through divisions and neglect of duty. He gave orders, therefore, for repairing, with the utmost diligence, the mischief that had been done to his ships; directed the transports to be victualled, and made the other necessary dispositions for proceeding with both the fleet and army for the Spanish coast; and, in the meantime, despatched five men-of-war with a considerable sum of money and clothes for the troops, and was on the very point of embarking the forces, when he was restrained by an order from England, of which we shall say more when we come to treat of the transactions of the ensuing year, to which it properly belongs.

In the mean time, Captain William Coney, in the Romney, a ship of fifty guns, having been despatched, by Sir Clouldesley Shovel, to cruise in those seas; and being then with the Milford and Fowey, two fifth rates, received intelligence on the 12th of December, that a French ship of sixty guns, with thirty pieces of fine brass cannon on board, lay at anchor under the cannon of Malaga; he therefore, resolved to go and attempt her; which design he put into execution, though one of the fifth rates was accidently disabled, and the other separated from him; and sailing directly under the cannon of the place, he cut her from her anchors, notwithstanding all the fire they could make, and carried her safely into the harbour of Gibraltar.

On the 26th of the same month he chaced, and came up with another French ship, called the Content, that carried sixty four guns. Her captain, got as soon as he could under the cannon of a little castle, where he kept as closely as it was possible to the shore. Captain Coney anchored before him, and ordered the Milford and Fowey to do the same, the one a-head, the other a-stern. They plied their guns for about three hours very briskly, and then the French ship took fire, blew up, and was entirely destroyed, with most of her men. Some time after, Captain Coney took another French ship, called the Mercury, of forty-two guns, which the French king had lent the merchants, and which at their expense, was fitted out as a privateer.

Before we close the naval transactions of this year, we must relate several private actions, which, though of less consequence than the splendid exploits we have just recorded, confer equal credit on the heroes by whom they were performed, and must ever entitle them to the admiration of posterity.

On the 19th of April, the Resolution of seventy guns commanded by Captain Mordaunt, son of the Earl of Peterborough, while on his voyage to Genoa, with his Lordship, and the Spanish envoy on board, fell in with six large ships of the enemy. The Earl of Peterborough, and the envoy, were immediately put on board the Enterprize, a small frigate, and were fortunate enough to escape to Oneglia with their papers, and the Milford, a fifth rate, which was in company with the Resolution, likewise got safely off. On the 20th the weather proving very bad, the Resolution became in part disabled, which gave the enemy an opportunity of coming up with her, and an engagement ensured, which was sustained most gallantly on the part of Captain Mordaunt, but finding it impossible to effect any service, the latter, by the advice of his officers, resolved to run his vessel ashore, which he accordingly did in a sandy bay, directly under the cannon of the Castle of Ventimiglia, belonging to the Genoese, who, notwithstanding, gave them not the least assistance. About half an hour after four, Captain Mordaunt, being disabled by a shot in his thigh, was carried on shore, but would not retire far from his ship; and about five the French commodore manned out all the boats of his squadron, in order to board the Resolution, under the fire of one of their seventy-gun ships, but the Resolution, gave them such a reception, as obliged them to return to their ships. On the 21st, about half an hour past six in the morning, one of the enemy's ships of eighty guns, brought to under the Resolution's stern, and about nine o'clock, a spring being put under the cable, she lay with her broadside towards her, while she, at the same time, looked with her head right into the shore, so that it was not possible to bring any more guns to bear upon the French ship, than those of her stern-chace; and the others being within less than gun-shot, and the water coming into the Resolution as high as her gun-deck, Captain Mordaunt sent to his officers for their opinion what was fitting to be done; and, pursuant to their advice, he gave them directions to set her immediately on fire, which thay did about eleven o'clock, after the men were all put on shore; and, by three in the afternoon, she was burnt to the water's edge.

In the month of November, a Lisbon packet-boat, was taken by the Dunkirk privateer of considerable force. The mate, who had the care of the packet, hid it when the privateer appeared first in sight, and being soon after killed, the captain threw over a chest of papers, with a weight of lead just as the enemy boarded him, which they took for the mail, and therefore did not make so strict a search as otherwise they would have done. At sea they were separated from the privateer, which gave eleven English sailors an opportunity of rising upon fifteen Frenchmen, making themselves masters of the vessel, and carrying her into the Texel, where the government letters were happily found, sewed up in an oil-skin case, and thrown into a water-cask.

The war had now continued long enough to make both sides very anxious in their desire for peace, yet the French were not sufficiently humble to accept it on the terms proposed to them; and the campaign of 1707, commenced with more than usual vigour. The first maritime exploit of any consequence on our part, was the expedition against Toulon, in which our fleet, under the command of Sir Cloudesley Shovel was appointed to assist the army of the Duke of Savoy, by whom the project had first been formed. Accordingly Sir Cloudesley having joined Sir George Byng near Alicant sailed for the coast of Italy; and on the 5th of June, anchored before Final, with a fleet of forty-three men of war, and fifty-seven transports. The fleet soon after sailed for Nice, where the English Admiral had the honour of entertaining the Duke of Savoy, Prince Eugene, most of the general officers, and the English and Dutch ministers on board his own ship the association. The entertainment was most magnificent: a guard of halberdiers in new uniforms received the Duke of Savoy at the great cabin door. At the upper end of the table, an armed chair with a crimson velvet canopy, was placed for his highness; and the dinner consisted of sixty covers. Indeed every thing was so well managed, that his royal highness in expressing his satisfaction observed to the admiral "If your excellency had visited me at Turin, I could scarcely have treated you so well."

A council of war was held after dinner, in which it was resolved to attempt to force a passage over the river Var, and accordingly on the 30th of June, the gallant captain afterwards Sir John Norris, embarked six hundred seamen and marines at the mouth of the river in open boats, and advanced within musket shot of the enemy's works, keeping up such a tremendous fire upon them, that their cavalry and many of their foot, soon fled from their entrenchments. The admiral himself followed Captain Norris to the scene of action; and observing the confusion of the enemy, ordered the men to land; and accordingly Captain Norris and his seamen instantly effected a landing, and were soon scampering over the works which the French had thought inaccessible, with such alacrity, that the enemy, panic-struck, threw down their arms and fled. The Duke of Savoy immediately profited by this advantage, and in one half hour his army had crossed the river which had appeared to the most experienced of his officers so formidable an obstacle. On the 2nd of July his royal highness and Prince Eugene again dined on board the admiral's ship, when it was resolved in council to march directly against Toulon; and accordingly Sir Cloudesley Shovel sailed for Hieres, to remain there until he should have advice of the army's being in the neighbourhood of Toulon, when it was concerted that the fleet should enter the road of Toulon, to co-operate with them. The French were thrown into the greatest confusion, when they discovered the intention of the Duke of Savoy to attack Toulon, which was then in such a situation, that had the Duke been as expeditious as he ought, it would have been unable to resist him. They had no troops, nor were the fortifications in a state of defence, while the greatest part of their fleet, which was then in the harbour, must inevitably have been destroyed, if the Duke succeeded in capturing the town, and thus their maritime power would have received an almost irretrievable blow. The delay, however, of the duke, and the dissentions which had arisen between him and Prince Eugene, gave the enemy time to avert in part the impending ruin. It was the 15th of July, before the siege of Toulon was formed, and on the 17th, Sir Cloudesley Shovel landed, and assisted at a council of war, in which the assistance of the fleet was required, and cordially promised.

One hundred cannon were accordingly landed for the batteries, with two hundred rounds of powder and shot, and a considerable number of seamen to serve as gunners; cordage, nails and spikes also, with all other things wanting for the camp, were supplied from the ships; so that affairs had a very good face till the 4th of August, when the enemy, making a vigorous sally, forced most of the confederate troops out of their works, and took possession to the right, where they continued all day, and upon their going off destroyed them, drawing away eight or ten guns into the town;

in which action there were killed and wounded on the side of the Duke of Savoy about eight hundred men, among whom were the Prince of Saxe Gotha and other officers of distinction.

This attempt being made with such superiority of numbers, the generals were of opinion, it would not be proper to carry on the siege; since, while the Duke of Savoy's army decreased, the enemy continually gathered strength. On the 6th of August, therefore, his royal highness desired the admiral would immediately embark the sick and wounded, and withdraw the cannon, in order to his raising the siege, which from this time was turned only to a cannonading and bombardment.

The very day the army began to march, the fleet drew as near the place as possible, and five bomb vessels, supported by the lightest frigates, and all the boats of the men of war, under the command of Rear-admiral Dilkes, advanced into the creek of Fort St. Lewis; and, notwithstanding a prodigious fire from the place, bombarded the town and harbour, from noon till five the next morning, and this with all the success that could be expected. By this means the land-army had time to quit their camp at La Vilette, which they did in five columns in great safety, and his royal highness soon got beyond the reach of pursuit, by marching in two days, as far as in his approach to the place he had marched in six.

Thus ended the memorable siege of Toulon, which, though it failed in answering the expectations raised of it, did infinite damage to the enemy, and added to the lustre of the British naval power; since to the prowess of the English seamen alone was owing all that was effected on this occasion.

The French lost eight of the largest ships of war, and the town was dreadfully injured by the cannonading, by which several of their magazines were exploded, and above one hundred and sixty houses burnt. The devastations committed by the armies in the surrounding country of Provence were likewise estimated at thirty millions of livres; and the enterprise on the whole, created greater terror and dismay through the whole of France, than had been ever known since the days of our victorious Edwards and Henries.

The fatal termination of this expedition remains yet to be related. The British admiral, Sir Cloudesley Shovel, greatly chagrined at not having been enabled to accomplish all he had proposed, after having appointed Sir Thomas Dilkes with thirteen sail of the line to the Mediterranean service, sailed with the rest of the fleet for England. On the 23rd of October he brought the fleet to, and lay by, having ninety fathom water in the soundings; and at six in the evening made sail again from some fatal error, imagining he saw the lights of Scilly. In a short time, however, the danger was discovered, and signals of it were made to the other ships which were following in the same course, but it was too late. Sir George Byng who was to the windward of him, soon beheld the admiral's ship strike upon the rocks called the Bishop and his Clerks; and in less than two minutes, not a trace remained of the gallant vessel or her brave crew. There were nearly nine hundred persons on board at this awful moment, and not one soul escaped to tell the tragic tale. The chaplain of the ship fortunately saved his life, he having gone on board another ship a few hours before, to administer the sacrament to some dying persons, and had happily for him been unable to return to the Association, when the fatal accident occurred.

Besides the admiral's ship, the Eagle of seventy guns, Captain Robert Hancock, and the Romney of fifty guns, Captain William Coney, were totally lost with their respective crews. The Firebrand fire ship likewise perished; but her commander, Captain Piercy, and a great part of his men were fortunately saved. Lord Dersley, in the St. George, escaped almost by a seeming miracle: his vessel struck on the same rocks, and almost at the same moment with the admiral's, and the wave which beat out the lights of the latter, most providentially floated the St. George off the rock again; and thus enabled her to escape impending destruction. The Phœnix fire ship was also on shore, but happily got off again, and the Royal Anne, on board of which was Sir George Byng, escaped only by the presence of mind of her brave officers and men; who succeeded in setting her top-sails in one minutes time, and when she was within a ship's length of the rocks.

The body of the unfortunate Sir Cloudesley Shovel was picked up the day after the accident on the beach by some countrymen, who, having stripped him, buried him in the sand; but the circumstance having come to the knowledge of the boat's crew of the Salisbury and the Antelope, they dug up the corpse, and carried it on board the Salisbury, who brought it to Plymouth, and from thence it was conveyed to London, and buried with great pomp and solemnity in Westminster Abbey, where a magnificent monument still records his merits.

The fate of Sir Thomas Dilkes whom we have already mentioned, who was appointed to the command of the Mediterranean fleet by Admiral Sir Cloudesley Shovel, was equally melancholy and unlooked for, as that of the latter. Sir Thomas arrived at Leghorn on the 19th of November, after having severely suffered with his whole squadron from a dreadful, storm. At his arrival, he demanded a salute of seventeen guns which was refused him; the secretary of state sending an answer, that the castle of Leghorn never saluted any under the rank of vice-admiral first, and therefore Sir Thomas Dilkes being only a rear-admiral, had no right to expect it; and that even Sir Cloudesley Shovel had received no more than a salute of eleven guns. Sir Thomas, however, who knew that some extraordinary civilities had been lately shewn by the court of Tuscony to the French, persisted in his demand, and wrote to the English ambassador at the court of the great duke, who remonstrated on the disrespect shewn to her majesty's flag. The dispute was at length adjusted; and Sir Thomas was invited on shore, but died suddenly a few days after, a victim as most people imagine, to Italian revenge. By the seamen under his command he was greatly regretted, and universally considered to have fallen a martyr to his zeal for the honour of his country.

Our fleets were, in spite of these misfortunes, every where superior to the enemy; and the French king finding it impossible to maintain the expence of fitting out great armaments, and that the allies were universally too strong for him at sea, descended to carry on the war by lending his men of war to the merchants by whom they were equipped as privateers, and by this means severely annoyed the English trade, and occasioned great complaints among our merchants.

Toward the latter end of April, 1707, a large fleet of ships bound for Portugal, and the West Indies, making in all a fleet of fifty-five sail, had a convoy appointed them, consisting of three men of war, the Royal Oak, of seventy-six guns, Captain Baron Wild, commodore; the Grafton, of seventy guns, Captain Edward Acton; the Hampton-Court, of seventy-guns, Captain George Clements. They sailed on the 1st of May, from the Downs, and fell in, on the 2nd, with the Dunkirk squadron, commanded by M. Forbin, consisting of ten men of war, a frigate, and four privateers. The commodore drew five of the stoutest merchant-ships into the line, and fought bravely two hours and a half; Captain Acton was killed, and his ship taken, and the Hampton-Court soon shared the same fate, after having sunk the Salisbury, then in the hands of the French, by her side. The commodore was attacked by three of the largest French men of war, and had eleven feet water in his hold. He disengaged himself, notwithstanding, and with great difficulty ran on shore near Dungeness, whence he soon got off, and brought his ship into the Downs, but while the men of war were thus engaged, the enemy's frigates, and privateers, took one and twenty of our merchant-ships, and carried them, with the two men of war, into Dunkirk.

st extraordinary thing that happened in this engagement, was ct of a midshipman, on board the Hampton-Court, who, while y where employed in plundering the ship, conveyed Captain , mortally wounded in the belly, into the long boat, into which nd seven of the sailors crept through the port-holes, and con mselves as well as they could, under the thowls. The enemy, in time, driving with the flood, when they thought themselves at rt distance, they fell to their oars, and had the good fortune to ye harbour on the 3d of May.

ench, according to their usual custom, magnified their success y; for they asserted, that besides the three men-of-war, there ate of forty guns sent to strengthen the convoy, and that the fleet nt-men consisted of four-score sail, of which they took twenty made twelve hundred prisoners.

French relations, however, do us the justice to own, that our haved extremely well, and that their victory cost them very dear.

sian fleet being this year very numerous, and very richly laden, n company applied to the admiralty, in order to know what y might expect, and were told, that they should have one fourth, fth rates, with which they were very much dissatisfied. To n in some measure easy, Sir William Whetstone had orders to m beyond the island of Shetland.

ne after Admiral Whetstone had left them, Captain Haddock, anded, made a signal of his seeing eleven sail of the enemy's h some of the fleet not regarding, fifteen of them fell into the nd, off the island of Kildine, on the coast of Lapland, on the ly; and the rest of the fleet, consisting of about forty ships, convoy of three men-of-war, by the favour of a hard gale, and , got safe into Archangel.

tter end of August, in the same year, 1707, a fleet of one nd thirty merchantmen having on board military stores, provi upwards of a thousand horses for the King of Portugal's service, y to sail from England, the merchants made a strong represen e necessity of a sufficient convey being appointed by the ad l accordingly the Chester and Ruby of fifty guns, were appointed ice, and for additional security, the Cumberland, and Devon ghty guns each, and the Royal Oak of seventy-six were ap accompany them fifty leagues beyond Scilly.

t did not sail till the 9th of October, and on the 10th they fell joint fleet of Count Forbin and M. du Guai Trouin, off the Lizard.

The French were at least twelve sail of line-of-battle ships. The convoy disposed themselves in a line, and thereby gave the merchant ships an opportunity of escaping. M. Du Guia attacked the Cumberland, and with the assistance of two other ships, after an obstinate dispute, captured her; the Devonshire defended herself, for a long time, against seven, and till evening against five French ships; but then, by some accident, took fire, and blew up; two only, out of nine hundred men, escaped; the Royal Oak made a vigorous resistance, and having set on fire the French ship which attacked her, got safe into Kinsale harbour; the Count De Forbin took the Chester, and Messieurs De Courserat and De Nesmond the Ruby. As for the Lisbon fleet, they very prudently saved themselves during the engagement; as appears from the following article from Lisbon, dated 31st, of October, 1707.

"Twenty sail of British merchants are already in this port and as many more appear coming in at the bar, all belonging to the fleet under the late convoy of commodore Edwards. They attribute their safety to the bravery of their convoy, and particularly to the Devonshire's maintaining a running fight against five men-of-war, till the dusk of the evening, by which most of the transports and trading ships made their escape."

The good fortune, however, was not altogether on the side of the French, for at the close of the year Captain Haddock in her majesty's ship the Ludlow Castle got sight, off the long sand, of two frigates, which proved to be the Nightingale and Squirrel, formerly her majesty's ships, but taken by the French, and now fitted out from Dunkirk, as privateers, and each of them having as many men as the Ludlow Castle. At eleven at night, he came up with the Nightingale, and took her, and as soon as the Captain of the Squirrel perceived it, he crowded sail and stood away. The captain of the Nightingale was one Thomas Smith, who had formerly commanded a sloop in her majesty's service, and was broken at a court-martial for irregular practices: Captain Haddock, carried in his prize to Hull, whence he thought fit to send up all the English who were on board the Nightingale, *viz.* Captain Thomas Smith, who commanded the ship; Charles Aislaby, lieutenant; Mr. Harwood, who acted as a midshipman; an Irish priest, and an English sailor, who were immediately committed close prisoners for high treason.

About the same time, arrived the welcome news of our success in Newfoundland, where Captain John Underdown, of her majesty's ship the Falkland, having received advice on the 25th of July, that the enemy had many ships employed in the fishery, in several harbours to the northward, resolved to destroy them, and on the 26th of July, set sail from St.

John's having taken Major Lloyd, with twenty of his company, on oard the Falkland, and twenty more of the same company, on board the Nonsuch.

On the 2d of August, they stood into the bay of Blanche, till they came ff Fleur-de-lis harbour. Major Lloyd was sent into the harbour in the ommodore's pinnace, and the lieutenant of the Falkland, in the pinnace, elonging to the Nonsuch, and found there were several stages, and other ecessaries for the fisheries, to which they set fire, and returned without ny loss, on board the men-of-war. By six the next morning they oubled the cape, and saw a ship, which, upon the brisk exchange of a few hot, struck; the commodore sent his boats abroad, and found her to be rom St. Malo, carrying about three hundred and sixty tons, thirty guns, nd one hundred and ten men, called the Duke of Orleans. In another rm of the bay, named Equilette, was another large ship; but the place eing rocky, and the water shallow, it was impossible for either the Falknd or Nonsuch to come near her; whereupon the Medway's prize was rdered to go as close in as she could with safety; and, at the same time, aptain Carleton, Major Lloyd, and the lieutenant of the Falkland in oats well manned and armed, were directed to land upon the island nder which she lay. This was executed with so good effect, that the nemy, after having fired several broadsides, being no longer able to keep he deck, against our small shot from the shore, struck. This ship was of he force of twenty guns, and fourscore men, belonging also to St. Malo. aving here received information, that in La Couche, there were two hips, one of thirty-two guns, and the other of twenty-six, both of St. alo; the commodore himself, in the Falkland, with the Nonsuch, made he best of their way thither, and found the two ships in readiness for ailing. The enemy fired several broadsides at them, which, as soon as ur men-of-war returned, they set their ships on fire, and left them.

The British ships then stood to the northward, and saw several vessels, o which they gave chace; about five in the afternoon they came off the arbour of St. Julian, where they discovered a ship, and having lost sight f the vessels they had pursued, stood in for the harbour, and came to an nchor in twenty-six fathom water.

The enemy fired two guns, but it was not thought fit to attack her till the morning. Accordingly, on the 6th of August, at four of the clock, Captain Carleton, Major Lloyd, and Lieutenant Eagle went in, with all their boats well manned and armed, and immediately landing, drove the enemy from their posts, who were likewise on shore. Our men took their boats, and went aboard their ship, where they found the enemy had laid several trains of powder, in order to blow her up; which being seasonably discovered, she was by noon towed out to sea.

Having totally destroyed the fishery at Petit Maistre, and the Duke of Orleans prize being come to La Couche, on the 14th by four in the morning they steered for St John's harbour, where the Falkland and Nonsuch, with two prizes, arrived the 17th of the same month, having before given the Medway's prize orders to sail to Trinity.

At the commencement of the year 1708, the French concerted an attack upon Scotland in favour of the Chevalier St. George, as the pretender was called. The design, however, was discovered in time sufficient to prepare a force for their reception. A fleet of twenty-four men of war, under the command of Sir George Byng, and Lord Dirsley, sailed for the French coast on the 27th of February, and anchored before Gravelines, and on the 6th of March, the French fleet consisting of eight men of war, under the command of the Count de Forbin; and having on board eleven or twelve battalions of soldiers, commanded by the Marshal de Matiquan, sailed from Dunkirk.

Sir George Byng pursued them with a fleet of forty sail besides frigates and fire ships. On the 13th the French were discovered in the Frith of Edinburgh, but their signals not being replied to, they steered a N. W. course, as if they intended to have gone to St. Andrews. Sir George Byng still followed them, and came up with one of their ships, which proved to be the Salisbury, an English prize, and having on board several distinguished land and sea officers in the French service, besides Lord Clermont, Lord Griffin, Charles Middleton, and Francis Wauchope, Esqrs., who had all espoused the fortunes of King James. There were also on board five companies of the regiment of Bearn; and the ships company of three hundred men, which must have proved a considerable loss to the enemy. Finding it impossible however to come up with the remainder of the French fleet Sir George Byng returned with his ships to Leith, where he soon afterwards heard that the Count de Forbin had succeeded in getting back to Dunkirk; and it soon became apparent, that all thoughts of invasion were for the present at least, laid aside. In the mean time Sir John Leake who had been appointed admiral and commander in chief of her majesty's fleet, was sent with the grand fleet to the assistance of his Catholic majesty, King Charles III; and to endeavour, as far as possible, to retrieve the ill consequences of the battle of Almanza. On the 27th of March, Sir John arrived at Lisbon, where he took on board the troops and horses destined for the service of the King of Spain; and sailed from the river of Lisbon on the 28th of April.

During his passage up the Straits, he captured a French frigate of twenty-four guns, from which a convoy consisting of three men of war, with ninety settees and tartanes, intended for the use of the Duke of Orlean's army were not far behind. Accordingly the next day they came in sight, and the British frigates immediately bore down upon the men of war, who, abandoning the works, made sail. The admiral upon this, gave the signal to chase, but the Frenchmen running in shore where our large vessels could not follow them, and night coming on, made their escape. Sixty-nine of the barks, however, were captured by the long boats, belonging to the English ships, assisted by some barks of Catalonia, which came out of their harbours to share in the booty.

On the 15th of May, Admiral Leake arrived at Barcelona, where he was joined by several English vessels, and received the thanks of King Charles for his services; and it was agreed that a squadron should be left at Barcelona for the protection of his majesty, while the admiral proceeded to the port of Vado to fetch the queen of Spain and also transport the horse and foot troops, which were there provided for his majesty's service.

Having satisfactorily accomplished this purpose, the admiral next resolved to attempt the reduction of the island of Sardinia. Accordingly he appeared before Cagliari on the first of August, and summoned it to surrender, but the Marquis of Jamaica, who held it for King Philip, declared his resolution to maintain it to the last extremity. The admiral, therefore, commenced bombarding the place, which he continued during the whole night, and the next morning the Spanish governor, in spite of all his brave determination, capitulated.

The admiral, therefore, had the satisfaction of seeing this fruitful island peaceably settled under the government of a viceroy, appointed by King Charles in less than a week, and without the loss of a single man.

The admiral's assistance was now required for the reduction of another island; and, herefore, sailing from Cagliari on the 18th of August, he arrived by Port Mahon, on the 25th; but not finding Lieutenant-general Stanhope, afterwards Earl Stanhope, he sent two ships to Majorca, to hasten the embarkation of the troops. which were to be furnished from that island. These returned on the 1st of September with some settees, laden with military stores, and two days after, the Milford, and three Dutch ships of war, arrived with the lieutenant-general, being followed by five third rates, convoy to fifteen, transports, that had on board the land forces, and when every thing was landed, which was necessary for the siege, the admiral proceeded to England, with one second-rate, and six thirds of ours, and eight Dutch ships of the line. The siege was carried on with such vigour, that, by the end of October, the place surrendered, and the garrison, consisting of about a thousand men, marched out.

Before this conquest of Port Mahon, Fort Fornelle had submitted to the obedience of King Charles. This service was owing to Captain Butler, and Captain Fairborne, who battered that fort, with the two ships under their command, till they obliged it to surrender. The place was naturally strong, and was, besides, tolerably fortified; having four bastions, and twelve pieces of brass cannon: yet, it cost but four hours time, and the loss of six men killed, and twelve wounded. They found in the garrison a hundred cannon, three thousand barrels of powder, and all things necessary for a good defence.

Sir Edward Whitaker despatched two ships of war to Citadella, the principal town on the west side of the island, and the garrison, immediately surrendering, were made prisoners of war. Being thus possessed of this important island, we had thereby the advantage of an excellent harbour, for refitting such of our ships as were employed in the Mediterranean service.

In the middle of the summer, a resolution was taken, to make a descent on, or at least to alarm, the coast of France; and Sir George Byng as admiral, and Lord Dursley as vice-admiral of the blue, were appointed to command the fleet destined for that purpose, and lieu-tenant general Erle had the command of the land forces.

On the 27th of July, the fleet with the transports, having the troops on board, sailed from Spithead, and came the next day to an anchor off Deal. The 29th they stood over to the coast of Picardy, as well to alarm the enemy, as to be ready for further orders. The 1st of August the fleet sailed again, and anchored the next day in the bay of Boulogne, where they made a feint of landing their troops; but on the 4th they weighed, and anchored again about noon in the bay of Estaples.

Here a detachment of troops were actually landed; but an express brought new orders from England, upon which the troops were re-embarked. The 7th, they stood over again to the coast of England, and being joined by several more transports in Dover Road, sailed and arrived on the 11th in the Bay of La Hogue; but upon viewing the coast, they found so many of the enemy's forces brought together, to oppose a descent and so many forts and batteries on shore, that it was judged impracticable; and the men growing sickly, and provisions falling short, Sir George Byng returned to Spithead on the 28th.

The squadron under Lord Dursley having been victualled and refitted at Plymouth, he sailed from that place on the 28th of September; and being joined by the Hampshire, continued to cruize on our coasts, which he thoroughly protected from the insults of the French privateers, several of whom he took, and sent them into English ports, and by thus protecting trade, gave great satisfaction not only to the merchants, but the nation in general, and was soon after rewarded by her majesty promoting him to the rank of vice-admiral of the white.

In the beginning of this year, 1708, much alarm was excited for our possessions in the West Indies, by a French squadron of great force, under the command of M. de Casse, having sailed for that quarter, and it was supposed, with the intent of making an attack upon Jamaica. Commodore Sir Charles Wager was at that time there, with an English force which, however, did not amount to more than half of that under the French admiral.

The commodore, however, soon ascertained that the object of M. de Casse, was not Jamaica, but that he was appointed to conduct home the gallions, which had been absent from Europe several years, and were supposed to have on board immense treasure. The French and Spaniards, indeed, depended entirely on them to retrieve their lost credit, their supplies being quite exhausted, and their credit so low, that their bills were at thirty and forty per cent. discount. Commodore Wager, therefore, felt how highly important it would prove to intercept some of these gallions before they were joined by M. de Casse, who was waiting for them at the Havannah, and accordingly he despatched Captain Humphrey Pudner, in the Severne, to watch the enemy's motions in Porto Bello, from whom he received advice, on 23d of May, that on the 19th the galleons had sailed. The commodore had then with him, the Expedition, Kingston, Portland, and Vulture fire-ship, and on the 28th about noon, the galleons, in all seventeen sail, were discerned from his topmast-head; he chaced them till evening, when they, finding they could not weaher the Baru, a small Island which lay in their passage to Carthagena, drew as well as they could into a line of battle.

Of the seventeen, two were sloops, and one a brigantine, which stood in for land; two others of them were French ships, which running away, had no share in the action; the rest Spaniards.

The sun was just setting when Commodore Wager came up with the admiral, and in about an hour and half's time, it being dark, the latter blew up, not without great danger to the Expedition, from the splinters and planks which fell on board her. Hereupon the commodore put abroad his signal lights, for keeping company, and soon after discovering the rear-admiral, he made sail after her, and coming up about ten o'clock, when he could not judge which way her head lay, it being very dark, he happened to fire his broadside, at least many guns into her stern, which did so much damage, that it disabled her from making sail; and the Kingston and Portland, which had, by reason of the darkness of the night, lost sight of the other ships, following his lights soon after, came up with him, and assisted in taking the rear-admiral, who called for quarter about two in the morning. At the rising of the sun, the commodore discovered one large ship on his weather-bow, and three sail upon the weather-quarter, three or four leagues off, and therefore put out the signal for the Kingston and Portland to chase to windward, not being able himself to make sail, being much disabled; and, having a great part of his men in the prize, so were there no less than three hundred Spanish prisoners on board his own ship.

Having lain by some time, not only to put the prize in a condition of sailing, but to refit his own rigging, Commodore Wager made sail eastward on the 31st, when the Kingtson and Portland joined him, and gave him an account that the ship they chased was the vice-admiral; to which as they said, they came so near as to fire their broadsides into her; but were so far advanced towards the Salmadians, a shoal off Carthagena, that they were forced to tack and leave her. This gave the commodore great uneasiness, and determined him to call the captains of these ships to account; but, in the mean time, he sent them orders to take or destroy a galleon of forty guns, which he understood by a Swedish ship that had been trading at Baru, had taken shelter in that island.

She was just coming out of port as the Kingston and Portland appeared, upon which her crew ran her ashore, set her on fire, and blew her up. The admiral's ship, which was destroyed, was called the St. Joseph, and carried sixty-four guns, and had six hundred men on board, all of whom except seventeen perished when she blew up together with all her treasure, about seven millions in gold and silver. The vice-admiral mounted sixty-four guns, and carried between four and five hundred men with about six millions of money, which was safely brought into Port Royal harbour, on the 8th of July, and on the 23d of the same month the Commodore held a court martial on Captain Simon Bridges of the Kingston, and Captain Edward Windsor of the Portland, for not doing their duty in the action with the galleons, and part of the charge against them being proved, though they did not appear to have been deficient in personal courage, they were sentenced to be dismissed from the command of their respective ships.

The death of Prince George, her majesty's consort, and lord high admiral of England, who died on the 28th of October caused a great change in the admiralty. On the 25th of November, the queen appointed Thomas Earl of Pembroke, lord high admiral of Great Britain and Ireland, and this was followed by the promotion of Sir John Leake, to the rank of Rear-admiral of Great Britain, which had been vacant ever since the death of Sir Cloudesley Shovel, and was now bestowed solely of her majesty's own free will, without the interposition of any of her ministers, and accompanied by this remarkable compliment, "that she was put in mind of it by the voice of the people."

The spring of the year 1709, commenced with a very gallant action between a French squadron commanded by M. du Guai Trouin, and three British men of war, of which the following is a correct account.

On the 25th of February, Captain Tollet, in the Assurance, of seventy guns, with the Sunderland of sixty, Hampshire and Anglesea, of fifty guns each, sailed from Cork, and being joined by the Assistance, a fifty gun ship, together with the Trade from Kinsale, he continued his voyage for England. On the 2d of March, about five in the morning, being then eight leagues S. S. W. of the Lizard, he saw four sail standing after him. About seven he made the signal for drawing into a line of battle, and another for the merchant-men to bear away for their own security; some of them, with the Anglesea and the Sunderland, having before lost company.

The French commodore, who was in a ship of seventy guns or upwards, came ranging along the larboard side of the Assurance, and fell aboard her, so that they engaged yard-arm and yard-arm, for the space of almost half an hour; during which, the Frenchman's small shot, cut off most of the mariners and seamen that were quartered on deck. They then put off, and fell on board again on the lee side of the Assurance, while she fired her upper deck, and part of her lower deck guns, with such vigour, that she obliged the enemy to sheer off. The three other ships, which were of forty or fifty guns, then came ranging along-side the Assurance, firing several broadsides into her, and after that bore away as the former. The damage she received was very great; her captain who had been four months sick, and had been carried upon deck in a chair, was wounded; the first lieutenant was shot in the leg, which being dressed, he then returned to his charge upon deck; the second lieutenant was killed, as were several of the French officer, whom they brought from Ireland; in the whole, the Assurance had five and twenty killed, and three and fifty wounded, and some of these died of their wounds; the Hampshire had only two killed, and eleven wounded; the Assistance eight killed, and one and twenty wounded, among the latter was captain Tudor, her commander, who died of his wounds.

M. du Guai Trouin, who commanded the French squadron, had abundance of men killed and wounded, and took only five merchant-men, two of them were sent to St. Malo, one got into Calais, and the other two foundered on the English coast.

In the following month Lord Dursley having been ordered to see the Lisbon merchantmen safe into the open sea, sailed for that purpose, and having received certain intelligence that M. du Guai Trouin was then cruising about thirty-five leagues off Scilly, his lordship, after escorting the fleet, according to his orders, determined to go in search of the enemy. He had, however, scarcely parted with the fleet, before he discovered two French ships, which proved to be the Achilles, commanded by M. du Guai Trouin, and the Glorient, having with them the Bristol, an English man-of-war of fifty guns which they had captured the day before, after a warm dispute, in which the Bristol had seventy men killed and wounded. Lord Dursley immediately gave them chace. The Achilles, though much shattered, escaped by her swift sailing, but Le Glorient of forty-four guns and three hundred men, was taken; and the Bristol by a shot in her bread room, sunk; all her men, except twenty, however, were fortunately saved.

On the 18th of May four French men of war attacked some New England ships laden with masts, under the convoy of Captain Walter Ryddel in the Falmouth of fifty guns. The French commodore, a sixty gun ship, attempting to board the Falmouth, Captain Ryddel saved him the trouble by laying her on board under her bowsprit, directly athwart her hawser, and at the same time raked her fore and aft with his cannon. The enemy continued in this posture about an hour and an half, and the number of men on board her being much greater than those in the Falmouth, with various success, but at length he thought fit to retire, having first cut all the laniards of the Falmouth's fore and mizen shrouds, in order to prevent her following to rescue the convoys. Notwithstanding this, Captain Ryddel made sail after him with such diligence, as ennabled him, notwithstanding the bad condition he was in, to preserve them all, and to bring them safe into Plymouth. In this action the Falmouth had thirteen men killed and fifty-six wounded. The captain himself was wounded in the right leg, and had several other hurts; and the second lieutenant, and Mr. Lawson, a volunteer, were shot through the body; the Falmouth had twenty thousand pounds, New England money, on board her at the time of the engagement.

On the very same day, his excellency Thomas Earl of Wharton, then lord-lieutenant of Ireland, having received intelligence that two French privateers had entered Bantry Bay, and surprized the Ruth of London, a West India ship, worth twenty-five thousand pounds; his lordship ordered Captain Camock, in the Speedwell, then in the harbour of Kingsale, to proceed immediately in quest of the said privateers and their prize. He accordingly sailed directly for Beerhaven, at the very entrance of which he met one of the privateers and the prize. The latter was immediately retaken, on board which the captain put his lieutenant with forty men, and then continued the chace all night; but finding the privateer had given him the slip, he the next morning entered Bantry Bay, and took the other privateer, with thirty men on board, most of them Irish, whom he sent to the prison of Cork, in order to their being tried for high treason. Three weeks afterwards, the same alert officer surprised a French privateer of 12 guns and ninety men, on the very point of taking three merchantmen, richly laden, all of which he brought safely into the port of Londonderry.

We must now return to Sir George Byng, whom we left in the harbour of Port Mahon, where, after a long period of suspense and tedious expectation, he was at length joined by Sir Edward Whitaker, with three thousand five hundred men in transports, intended to attempt something for the relief of Alicant, then besieged by the French and Spanish army of twelve thousand men, on the part of King Philip.

Although it does not exactly fall within our precincts, to give a detail of this famous siege, yet as the attempt by our British seamen to relieve the place cannot well be understood without a previous knowledge of the situation in which it stood, our readers will not, we trust, be displeased with a brief account of the affair from the moment of the investment until the period when it was of necessity surrendered to the besieging army.

Alicant is a city and port, commanded by a strong castle, standing on a rock, at a small distance from the sea, and about sixty-eight miles south from the capital city of Valencia. There was in it a brave garrison under the command of Major-general Richards, or as he is called in the Spanish gazettes, Don Juan Ricards. He was, however, an Englishman by birth, but of the Romish religion, and an officer in the service of King Charles of Spain. They made an obstinate defence against a numerous army of the enemv, with a very large train of heavy artillery. At last, the city being absolutely untenable, the garrison retired into the castle, which had hitherto been esteemed impregnable. They sunk three cisterns in the solid rock, and then, with incredible labour filled them with water. The troops that retired into it, were Sir Charles Hotham's regiment, and that of Colonel Sibourg, composed of refugees. The French soon saw that it was impossible to effect any thing of consequence in the usual way, and therefore, resolved upon a work excessively laborious, and in all outward appearance, impracticable; which was that of mining through the solid rock, in order to blow up the castle and its garrison into the air together. Major-general Richards, and all the officers in the place, looked upon the enemy's scheme as a thing utterly impossible to be accomplished, and were in hopes it would give time for our fleet to come to their relief.

The besiegers, however, wrought so incessantly, that they had, in about twelve weeks time, finished the works thought proper for this service, by very experienced engineers, and charged them with one thousand five hundred barrels of powder, several large beams, iron bars and crows, and other utensils of destruction, summoned the castle to surrender, March 20th, most solemnly assuring a safe and honourable convoy to Barcelona, with their baggage, for every person in it, if they submitted within three days, and prevented the ruin of the castle; but threatened if their offer was rejected, no mercy should be shewn to any who might accidentally escape the blow; and to demonstrate the reality of their design, they desired the garrison might depute engineers, with other gentlemen of competent skill, to view their works. Accordingly, two field officers went to the mine, and were allowed to make what scrutiny they pleased; who, upon their return, told the govenor, that, if their judgment failed them not, the explosion would carry up the whole castle to the easternmost battery, unless it took vent the in countermine, which they had formed; but at least they conceived it would carry away the sea-battery, the lodging-rooms in the castle-close, some of the chambers cut for soldiers' barracks, and, they very much feared, might affect the great cistern.

A grand council of war was called upon this; but their unanimous resolution was, to commit themselves to the providence of God, and stand the springing of the mine. The French general, and Spanish officers, expressed the utmost concern at this answer, and the second night of the three allowed, sent to divert them from what they called, an inexcusable obstinacy, offering the same honourable articles as before, but these still were rejected by the besieged. The fatal third night approaching, and no fleet seen, the French sent their last summons, with an assurance, that their mine was primed, and should be sprung by six o'clock the next morning if they persisted; but the besieged continued in their adherence to the result of their first council, and only kept a general guard, devoting themselves to their meditations. The major-general Colonel Sibourg, and Lieutenant-colonel Thornicroft, of Sir Charles Hotham's regiment, sat together in the governor's usual lodging-room; other officers cantoned themselves as their tempers inclined them, to pass the dreadful night.

At length, day appearing, the governor was informed, that the inhabitants were flying in crowds to the westernmost part of the town; and with five or six other officers, he went to the west battery, to inform himself better. After he had remained there about a quarter of an hour, Lieutenant colonel Thornicroft desired him to remove, but he and Colonel Sibourg both answered, that no danger was to be apprehended there, more than in any other place; and that there they would wait the event. The lieutenant-colonel remained, because his superiors did, and other officers imitated the same example: but the hour of five being considerably past, the corporal's guard cried out, that the train was fired, observing some smoke from the lighted matches, and other combustible matter near it, whence the same ascended to the centinels above. The governor and field-officers were then urged to retreat, but refused.

The mine at last blew up, the rock opened and shut; the governor and field officers, with their company, ten guns, and two mortars, were buried in the abyss; the walls of the castle shook, part of the great cistern fell, another cistern almost closed, and the rock shut a man to his neck in its cliff, who lived many hours in that horrible situation. About thirty-six people were swallowed in different quarters, whose dying groans were heard some of them after the fourth dreadful day. Many houses of the town were overwhelmed in their ruins, and the castle suffered much; but, was saved from actual destruction by the vent which the explosion forced through the veins of the rock, and the countermine. After the loss of the chief officers, the government fell to Lieutenant-Colonel D'Albon, of Sibourg's regiment, who drew out a detachment from the whole garrison, and with it made a desperate sally, to show how little he was moved at their thunder. The bombs from the castle played on the town more violently, and the shot galled every corner of their streets: which marks of their resentment they continued till the arrival of our fleet, which they had expected so long.

On the 5th of April, about eight o'clock in the morning, Sir Edward Whitaker's squadron, with general Stanhope, arrived; his ships were the Defiance, Northumberland, Essex, York, and Dunkirk. The last went within the line, as drawing less water than the other, and laying her broadside to the east part of the town, began to cannonade a battery of four guns, and two others raised under the hill, each mounted with two guns, and from the mole-head, a forty-two pounder. A great swell rolling in, however, from the eastward, at eleven, the great ships were obliged to weigh their anchors, making out of cannon shot. The Dunkirk having much of her rigging damaged, fell fast a-stern, lying exposed to the enemy's shot, bombs, and carcasses, till three in the afternoon, at which time, by winding the right way, she with much difficulty got off. The weather continuing very bad till the 7th, and it not being known to what extremities the garrison might be reduced, and the enemy increasing considerably in strength, general Stanhope sent a flag of truce a-shore with proposals for surrendering the castle; which being agreed to, and our men embarked, the admiral Sir George Byng, proceeded with the troops towards Barcelona.

Sir George Byng afterwards sailed to Toulon, where he found that the enemy did not intend, or at least were unable to bring out any large fleet, their being only eight small ships, and one large man-of-war, on the career. The admiral, therefore, speedily returned to Barcelona, where he found most of the ships which he had despatched on different services, returned, and some of them, particulary the Centurion, and Dunkirk, had been fortunate enough to make a great many prizes. The court of Spain was very desirous to undertake the reduction of Sicily, as likewise to make an attack upon Cadiz, where it was known that the people were in want of bread, and were also greatly discontented with the French government, but the fault that ruined all King Charles undertakings, was his grasping at every thing, when scarcely any thing was in his power, so that after consuming much time to very little purpose, Sir George Byng, was constrained to return to England.

The admiral on his way to England, obtained very exact intelligence of the strength, and designs of M. Guai du Trouin, of which he immediately on his arrival at St. Helens, sent a particular account to the lord-high-admiral. Instructions were accordingly sent to lord Dursley, who was just returned from a cruize, and accordingly on the 8th of October his lordship sailed from Plymouth with one third rate and two fourths, with which he soon after joined Captain Vincent with six ships, who had been appointed to convoy the West India fleet, and thus effectually prevented the design of the French admiral. On the last day of Octobur his lordship captured a large French ship from Guadaloupe, and a small privateer, and from this time until the 9th of May following, returned to Plymouth, the same good fortune attended him, he having, during that time, taken so many prizes, that as it has been observed our writers grew weary of relating them.

To balance these successes, however, in the latter end of the year, some unfortunate accidents befel our navy. The first of these was the loss of her majesty's ship, the Fanny, of thirty-four guns, which was taken in the Mediterranean, by two French men-of-war, of great strength.

In the latter end of the month of October, the West India fleet, being off the Lizard, met with a violent storm, by which they were separated from their convoy; the Newcastle, which was one of them, being in so shattered a condition that she with much difficulty got to Falmouth; soon after, the Hampshire and the Gloucester were attacked by the squadron of M. du Guai Trouin, and made a gallant defence, notwithstanding the great inequality of force; which, gave the ships under their convoy an opportunity of escape. After seven hours fight, the Gloucester, a sixty gun ship, and just rebuilt, was taken; but the Hampshire obliged the enemy to sheer off, and in a very shattered condition got into Baltimore. And to conclude the list of misfortunes, on Christmas day, the Solebay man-of-war, with eight merchant ships under her convoy, bound to Lynn in Norfolk, were all unfortunately lost upon Boston-Knock, and only two boats full of men saved out of all the ships.

In the beginning of the month of November, the Earl of Pembroke determined to resign the office of lord-high-admiral, which though he had discharged it with full satisfaction to all parties, he found much too heavy and arduous for him to bear. The office was then offered to the Earl of Oxford, but that gallant officer declined it, though he declared his willingness to take a share in the directions of the ministry. Her majesty, therefore, appointed Edward Earl of Oxford, Sir John Leake, Sir George Byng, George Doddington, and Paul Methwen, Esq. commissioners for executing the office of lord-high-admiral, and at the same time granted a pension of three thousand pounds a year to the Earl of Pembroke, in consideration of his great services. Matthew Aylmer, Esq. who had been long laid aside, was at the same time promoted to the station of admiral and commander in chief of her majesty's fleet; Lord Dursley, vice-admiral and Charles Wager, Esq. rear-admiral of the red; Sir John Jennings admiral, and Sir Edward Whittaker, vice-admiral of the white; and Sir John Norris admiral, and John Baker Esq. vice-admiral of the blue.

Several very gallant actions between our brave seamen, and their old enemies the French, distinguished the early part of the year 1710, in most of which the former were successful and in the only two instances, where a reverse fortune attended their exertions, it was solely occasioned by the superior strength of the enemy, and were accompanied by the alleviating circumstances, that both the officers and crew, did all that brave men could do, to deserve a better fate.

These two ships were the Pembroke of sixty-four guns, Captain Rumsey, and the Faulcon, of thirty-two guns, Captain Constable. They were cruising to the southward of Nice, when, on the 29th of December, they discovered five sail of ships, which they supposed to be part of Sir Edward Whitaker's squadron. However, they stood towards them; but perceiving they had French colours, and two of them standing in for Antibes, they made the signal appointed by Sir Edward Whitaker, which was answered by the enemy; two of their ships hoisted English colours, and the third Dutch, and immediately bore down upon them. Our captains, however, stood on their guard, and when they discovered them to be very large ships, made all the sail from them they could; but they having a brisk gale, and our ships but little wind, the Toulouse, a seventy-gun ship, came up with and attacked the Pembroke, and in less than half an hour the other two, one carrying sixty-six guns, and the other fifty, attacked her likewise, and having taken her, pursued and captured the Faulcon. Captain Rumsey was killed in the engagement, in which he lost one hundred and forty men, her mizen mast was brought by the board, and all her rigging torn to pieces, before the officers agreed to surrender. Captain Constable, in the Faulcon, had a shot through his shoulder, and yet he never stirred from his post, or consented to strike his ensign, till he had but sixteen left out of his crew that were not wounded.

Early in May, Sir John Norris having received intelligence that upwards of two thousand men had been actually embarked on board Italian gallies in order to make a descend in Sardinia, he resolved to go to the assistance of that island; and accordingly, having detached four men of war, with a convoy of transports to Barcelona, and also five English and four Dutch men of war to cruize off Toulon for a French convoy expected from the Levant, he, on the 11th of June, sailed for Sardinia, and the next day came before La Bastida in Corsica, and a bark coming from the shore, brought the admiral advice, that the duke de Tursis, with the gallies, having continued some days at Porto Vecchio, was sailed to Bonifacio, whereupon they sailed again; and on the 5th came into the bay of Terra Nova, in Sardinia, wherein they found four tartanes of the enemy, which had landed there four hundred men and sixty officers, under the command of the Count de Castillo. They took, the same day in the evening, those four ships, and understanding by the prisoners, that the count, with his forces, was but two miles off, the admiral resolved to land some forces to attack them, which was done the next day. They marched directly to Terra Nova, and Count de Castillo seeing it was in vain for him to offer any resistance, surrendered at discretion; so that they took four hundred and fifty soldiers prisoners, with sixty-three officers, and several persons of quality, natives of Sardinia; who, being disaffected to the German government, had joined the enemy.

Their enterprise having succeeded beyond expectation, the troops returned on board the 7th, and the admirals resolved to go in quest of the duke de Tursis. On the 8th, they came, by favour of a fresh gale, into the canal of Bonifacio, where they were informed, by a Neapolitan felucca that the duke de Tursis had sailed the night before from thence, for the gulf of Ajazzio, in Corsica; whereupon they made all the sail they could, but in the morning of the 9th, when they came into the bay, they were informed that the duke de Tursis had sailed thence the night before, with his gallies, having left in this gulf eight large barks, with five hundred soldiers on board, and greater part of his ammunition, artillery, and provisions, in hopes that they would not take them in a neutral place.

Their having suffered such an armament in their dominions, against one of the allies of Great Britain, was a sufficient breach of neutrality on the part of the republic of Genoa, to warrant Sir John Norris in not only siezing their vessels, but in signifying his determination to attack the enemies of the queen, his mistress, in any of their harbours. In consequence, however, of the Genoese governor's humble submission, and the consideration that but little good could be effected by following the enemy to the mountains, the admiral refrained from landing any troops on the island, and returned to Barcelona, satisfied with having totally prevented the meditated attack upon Sardinia.

The next expedition, undertaken by Sir John Norris was in favour of the Corsicans who were then in arms against the King of France, and within fifteen leagues of Montpelier, and it was represented to the British ministry, that by landing some troops to their assistance, at Port Cette which was within one league of the city, we should greatly strengthen their cause, and advance King Charles interests in Catalonia, by compelling the French to withdraw their forces, and employ them at home. It was proposed therefore, that Sir John Norris, and General Stanhope should undertake the execution of this scheme, and the latter who was a very enterprising officer, eagerly caught at the plan and prevailed upon King Charles to permit a body of troops, though indeed it was but a very small one, to embark on board the fleet. On the 6th of July Sir John Norris held a great council of war, in which it was resolved, to send an express to the duke of Savoy, and to embark the forces immediately. The command of these troops, which consisted of no more than the regiment of Colonel Stanhope, and three hundred men from Port Mahon, was given to Major-general Seissan. The fleet sailed from Barcelona on the 9th, and arrived before Cette on the 19th. The next morning, by break of day, the troops, which were but seven hundred men, and who had landed the evening before, without any opposition. marched directly towards the town. Sir John Norris appointed some ships to batter the fort at the molehead, upon which the inhabitants retired to the church, and soon after both town and fort surrendered; as did the town of Agde the very next day; and this expedition had a more promising appearance than any that had been hitherto undertaken against France; the only drawback upon our success being that we had too few men for such an undertaking.

On the 17th Major-general Seissan received advice, that the Duke of Roquelaure was advancing with four hundred dragoons, and four thousand militia, to ford the lake, and re-possess Cette; upon which the major-general leaving a hundred and forty men to secure the bridge of Agde, marched with the rest of the forces to oppose the enemy; writing at the same time to the Admirals, Norris and Sommelsdyke, to desire them to send all the boats of the fleet, with as many men as they could spare, into the Lake, to attack the enemy in their passage, which was done accordingly. The Duke de Roquelaure seeing his design prevented by these precautions, returned to Mezé, and the admirals and general detached a reinforcement to secure the bridge of Agde; but at the same time advice came, that this important post had been abandoned upon a false alarm. It was, therefore, resolved to return to Agde with shallops by sea, in order to regain that post; but a strong wind happened to rise, which obliged them to abandon that design, and direct all their care to secure Cette.

TheDuke de Noailles, therefore, arrived at Agde, the same day that they were to return thither. They then turned their thoughts to the defence of the mountain of Cette, and posted there the few troops they had in the vineyards. The officer, who commanded fifty men, either did not rightly apprehend his order's, or was surprised; for scarcely had a few French dragoons fired upon our men, before they surrendered to them at discretion. The other troops retired in disorder, though their several officers did all that could be expected from their courage and experience to rally the troops. While these were re-embarking on the 17th, a captain was left in the fort, with fifty men to cover the retreat. It was not accessible, but on the side of the mole, and was defended by two pieces of cannon, and the enemy had no boats. The shallops were close by the fort the whole morning; but Admiral Norris had no sooner put off to go on board his ship, than the enemy sent word to the captain, that if he did not immediately surrender the fort, he must expect no quarter. Whereupon the officer let down the bridge, and surrendered at discretion, even before the troops were re-embarked. The Duke de Roquelaure sent the captain on board, who had so ill defended the fort, but the captain was set a-shore again, and told, that since he had been so complaisant to M. de Roquelaure, as to deliver up the fort to him, it was but reasonable he should be near the duke's person, and treated according to his merit.

Thus terminated an expedition from which so much had been expected, and which the outset certainly promised very fairly, our troops having got a firm footing in the enemy's land, from it is plain they would not have been dislodged, but by the overwhelming force of numbers. Had we succeeded in our design and have become masters of the port, it would have brought the greatest miseries on the kingdom of France, since we might have been thus easily enabled to aid and support rebels, who had already given the greatest uneasiness to the French monarch.

Sir John Norris having re-embarked the forces, sailed on the 19th, and shewed himself off Toulon and Marseilles; some days after, he stood into the road of Hieres, where he discovered a French fly-boat, carring fifty guns, under the protection of three forts, upon the island of Port Croix; upon which he detached some English and Dutch frigates, under the command of Captain Stepney, to attack both the ship and the fortresses. In a short time the ship and the lowest of the three forts was abandoned; upon this our boats boarded the vessel, but our men had scarcely entered before the ship, by a train laid for that purpose by the enemy, was blown up, and thirty-five of our people either killed or wounded. This misfortune was followed by another, or rather a disappointment; for our ships that were cruizing off Toulon, being distressed for water, sailed to an adjacent island for a supply; and, in the mean time, a great corn fleet, for which they were waiting, took that opportunity to get into the Port of Toulon.

On the 14th August, Sir John Norris returned to Port Mahon, where he received the welcome news of the great victory of Saragossa. He then expected to have sailed on an expedition for the service of his Catholic majesty; but finding it impracticable to do any further service for the present, he ordered most of his ships to be cleaned; and sailed on the 30th of October, and on the 6th of November took three French ships from Newfoundland. After this, he secured the Turkey fleet, and then attempted to annoy the enemy in the Bay of Roses, where he met with a storm, which drove the Resolution on shore, on the coast of Catalonia, near to Barcelona, where she was unfortunately lost, and the rest of the fleet forced into the harbour of Port Mahon.

His Catholic majesty's affairs had by this time taken an unfavourable turn, and therefore his majesty wrote, in pressing terms, to Sir John Norris to bring, with the utmost expedition, from the Italian coast, such troops as could be spared from thence for his service. Sir John sailed from Barcelona, and arrived on the 19th of March in the Bay of Vado; on the 22d following, the Severn, Lion, and Lime, made the signal of seeing four ships; upon which the admiral ordered the Nassau and Exeter to give them chace, and upon hearing a great firing of guns, detached the Dartmouth and Winchelsea to their assistance. On the 27th, the Severn and Lime came into the road, in conjunction with the Lion who the day before, engaged four French ships, from sixty to forty guns, for above two hours, when the French crowded sail and made away; the Severn, being disabled, returned with the Lime into Vado road; but Captain Galfridus Walpole, who commanded the Lion, continued the chace, though he had his right arm shot away, forty men killed and wounded, and his ship much damaged by the enemy's shot. The Exeter, commanded by Captain Raymond, came up with one of theFrenchmen, and, after a brisk engagement of above two hours, took her; but he was so disabled, that he was forced to let her go again. She proved to be the Pembroke, taken from us a year before, and which was, while in our service, a sixty gun ship; but at this time she mounted no more than fifty.

In the month of September, a squadron, under the command of Captain George Martin, and having on board a body of troops, commanded by Captain Francis Nicholson, sailed to New England, being destined to attempt the reduction of Port Royal in Nova Scotia, which was at this juncture a nest of French privateers, and thence styled the American Dunkirk. On the 24th, the squadron consisting of the Dragon, a fifty gun-ship, commanded by Captain Martin. The Falmouth of fifty guns, Captain Walter Ryddel, the Leostaff, thirty-two guns, Captain George Gordon. The Feversham thiry-six guns, Captain Robert Pastor. The Star bow-ketch, Captain Thomas Roefal, and the Chester of fifty guns, Captain Thomas Matthews, together with thirty-one transports, bearing on board two thousand land forces, anchored at the entrance to the harbour, and on the next day the troops were landed under a smart fire from the enemy's batteries, which however, took but very little effect.

The mortar being fired on board the bomb vessel. She drove up with the tide, within cannon-shot of the fort, commenced bombarding it and continued so doing, during the whole of the following day. On the 28th and two successive days the wind blew so hard, as to prevent any shells being thrown, but the artillery on shore, kept up the fire so warmly that on the 1st of October, the garrison capitulated, and our troops took possession, of the place, entering it with drums beating, and colors flying, and hoisting the Union flag. They new named the place, calling it Annapolis Royal in honour of Queen Anne their mistress.

The French were particularly unfortunate at this period in this quarter of the world. Our men-of-war, and privateers having taken, within the year, nearly fifty of their ships.

The Portland and the Valour, took in their passage from Newfoundland two prizes, value thirty thousand pounds, and Captain John Aldered in the Rochester, Captain Humphrey Pudner in the Severn, and Captain George Parvis in the Portland, visited all the French harbours on the north side of Newfoundland, and destroyed, and captured seven of their ships with all their fish, oil stages, vats, boats, fishing tacle, &c.

The commencement of the year 1711 was not distinguished by any naval enterprize of importance, for our own fleets were content with defending our coast, and the French king, from the severe losses he had met with, was unable to equip any large ships, but was confined to small squadrons whose efforts were solely directed to the annoyance of our trade.

On the 27th of June, a most gallant action took place between an English man-of-war, called the Advice, commanded by Kenneth, Lord Duffus, was attacked in Yarmouth-Roads, by eight French privateers. His lordship engaged them with great bravery, and did not give up his ship, which was a fourth rate, of forty-six guns, till all his sails were torn to pieces, not a brace or bowling left, the shrouds cut away, two thirds of his men killed and wounded, and his lordship himself received five balls in his body. The eight privateers brought the ship with great triumph into Dunkirk, where they most inhumanly stripped both officers and private men of their wearing apparel, and, but for the kindness of the inhabitants, had left them nearly naked.

We are now to proceed to an account of what was done this year in the West Indies, where we left Commodore Littleton with a strong squadron under his command.

On his first arrival in those parts, which was in the month of November, 1710, he took all the care that was possible to obtain proper intelligence of the motions of the galleons, which were still at Carthagena; and as he was frequently perplexed with false intelligence, he stationed the Nonsuch and the Roebuck, on the Spanish coast, giving oders to Captain Hardy, who commanded the former, to despatch the Roebuck to Jamaica, with any certain intelligence he could obtain, either as to the time when it was proposed the galleons should sail, or the strength of the convoy that was to accompany them.

In 1711, the commodore received an account from the masters of some vessels from Madeira, that M. du Casse, with a squadron under his command, had been seen from that island. Soon after, a Spanish sloop was taken, in which was a letter from the governor of Carthagena, expressing his hopes, that M. du Casse would shortly arrive with seven sail of stout ships, in order to convoy the galleons. Upon this the commodore immediately began to prepare for an expedition, resolving not to lose this opportunity of attacking the French squadron, and having a chance for making prize of some of the galleons.

The Jersey, commanded by Captain Vernon was then cruizing to the windward of Jamaica, and having taken a French ship, belonging to the port of Brest, which carried thirty guns, and one hundred and twenty men, he carried her into Jamaica, on the 23d of May. The captain of this vessel informed the commodore that he sailed from port Louis on the 20th, in company with M. du Casse, who was gone for Carthagena, and that his squadron consisted of one ship of seventy-four guns, another of sixty, one of fifty, one of twenty-four, and one of twenty: but Captain Hardy arriving on the 27th, assured Mr. Littleton, that two ships of the French squadron, one of which was the Gloucester, of fifty guns, formerly taken from us, and another of forty-four, arrived at Carthagena, ten days before, and waited for M. du Casse, who designed, as soon as the galleons could be ready, to sail with them for the Havannah, and from thence to Cadiz.

Upon the 15th of July, the commodore sailed with one third-rate, four fourth rates, and a sloop for Carthagena: and on the 26th he discovered five ships to the leeward, which he chaced into Boca Chica, at the entrance of Carthagena harbour. Upon this, he stood off to sea the greatest part of the night; but stretching into the shore next morning, chaced four ships, and about six came up with the vice-admiral of the galleons, and a Spanish merchant-ship; which when Mr. Littleton came near, hoisted Spanish colours, and a flag at the fore-top mast-head. Between five and six at night the Salisbury's prize, commanded by Captain Robert Harland, engaged her, soon after which, the Salisbury, commanded by Captain Francis Hosier, did the same.

The commodore being within pistol-shot, was just going to fire into her when they struck their colours; and the Jersey, going after one of the merchant ships, took her; the Nonsuch chacing the other, she escaped in the night. The vice-admiral of the galleons, being wounded by a small shot, died soon after. M. du Casse had taken most of the money out of the galleon, except what was found in some boxes which belonged to private persons. She had sixty brass guns mounted, and three hundred and twenty-five men; and the ship which the Jersey took, was a vessel belonging to the merchants, of about four hundred tons, and twenty-six guns, laden for the most part with cocoa and wool.

Mr. Littleton being assured by the prisoners, that M. du Casse, with the rest of the squadron, intended to touch at the Havannah, it was determined to cruize a little to the leeward of Point Pedro shoals, as the most proper place for intercepting them.

About this time the French formed the design of attacking the Leeward Islands, for which purpose they assembled, in the month of May and June, about two thousand men in Martinico; and embarked them on board the following vessels, viz. a large ship, of thirty-six guns, a hag-boat of twenty-four guns, two merchant ships, and nine privateer sloops. They put to sea on the 10th of June, with an intent to land on the island of Antigua; but they were scarcely clear of their own island, before they met with her majesty's ship, the Newcastle, commanded by Captain Bourn, who attacked them so briskly, that after an action of three hours, in which the French lost sixty-four men, he obliged them to relinquish their enterprize, and to return into one of the ports of their own islands.

Unwilling, however, to abandon their design, they refitted their vessels, and, on the 16th, landed near fifteen hundred men on the island of Montserrat; and began to plunder the adjacent country; but being informed that Captain Bourn sailed from thence that very day, and was expected again the next, they embarked in such a hurry, that they left fifteen or twenty of their men behind them, who were made prisoners by the inhabitants of the island.

The constant annoyance which was given to our colonies in North America, by the French, and the formidable increase of their strength there, particularly by their extensive settlements in Canada, had long created great uneasiness to the English government. It was, therefore, resolved to make an attempt, not only to humble their enemies, but, if possible to drive them entirely out of that part of the world. An expedition, therefore, was designed by sea, for taking Quebec and Placentia, and the following large ships were appointed for the purpose, the command of which was given to Sir Hoverden Walker, rear-admiral of the white. The Torbay, Captain Moody; the Devonshire, Captain Avis; the Thunder, Captain Culliford; all of eighty guns. The Edgar, Sir

Hoverden Walker and Captain Soanes; the Swiftsure, Captain Cooper; and the Monmouth, Captain Mitchell, seventy guns. The Dunkirk, Captain Batter; the Sunderland, Captain Gore; the Montague, Captain Walter; the Kingston, Captain Winder, of sixty guns; and the Diamond, Captain Lisle of forty guns. Besides these, there were the Bedford frigate, the Basilisk and Granada bomb vessels, and thirty-three transports, having on board five thousand troops under the command of General Hill, and eight transports and tenders belonging to the train.

With this formidable force, Sir Hoverden Walker sailed on the first of May, 1711, from Plymouth, and arrived at Boston in New England, on the 24th of June; but was far from meeting there with the zeal for the service he had been taught to expect. On the contrary, it was with the greatest difficulty, that the supplies of provisions, &c. for the ships, for which the English government depended on this colony, could be procured; and this delay, together with the fatal error of employing ships too large for the service, ruined the expedition. The fleet did not quit Boston till the 30th of July, when, with a few pilots, who were pressed into the service against their will, and who made no scruple of avowing their ignorance, Sir Hoverden Walker sailed for Quebec.

It continued fair weather until the fleet got into the bay of St. Lawrence when it became thick and foggy, and the navigation appeared to be intricate and hazardous. On the 20th of August the admiral had hopes of obtaining a passage, but a thick fog again coming on, which rendered it impossible to steer any course with safety, he, by the advice of the pilots then on board, both English and French, made the signal for the ships to bring to, with their heads southward, at which time it was about eight at night, believing that in that posture they should not come near the north shore, but rather have driven with the stream in the mid-channel; but, on the contrary, as they lay with their heads southward, and the wind easterly, in two hours time he found himself on the north shore among the rocks and islands, where the whole fleet had like to have been lost: the men of war escaping the danger with the utmost difficulty, but eight transport ships were cast away, and nearly nine hundred officers, soldiers and seamen perished.

The French pilot, who, it was said, had been forty voyages in this river, and eighteen of them in command, informed him, that when it happened to be so foggy as to prevent the sight of the land, it is impossible to judge of the currents, or to steer by any course; for that he himself had lost two ships, and been another time cast away upon the north shore, when he judged himself near the south; insomuch, that it was extremely difficult ure men in France, to proceed on so dangerous a navigation, since every year they suffered shipwreck.

Hoverden Walker plied two days after this with fresh gales at W. n order to save what men and stores he could, and on August the 25th, advice, and with the consent of the general, he called a council of nsisting of all the sea-officers, wherein great debates arose; but at they came unanimously to the following resolution "That by rea- the ignorance of the pilots, it was impracticable to go up the river awrence with the men-of-war and transports as far as Quebec, as the uncertainty and rapidity of the currents, as by fatal experience had und. Upon which the Sapphire was sent to Boston, with an account of ure; and the admiral proceeded to the isle of Breton, to settle farther lings, where he was joined by the other ships on the 7th of Sep- . On the following day, a council of the principal naval and mi- fficers was held, to decide on the propriety of making an attempt entia, which, on account of the lateness of the season, and the of provisions in the fleet, was considered impracticable: and it ordingly resolved that the fleet and transports, with the land forces, return forthwith to England, and accordingly they arrived with- ther accident, at St. Helens, on the 9th of October, in the same

ended this formidable expedition, which, by a series of ill-fortune management from the very outset, totally failed in effecting any r the service for which it was intended.

mplete the misfortunes which attended it, on the 15th of October, after her arrival in England, the Edgar, on board of which Sir n Walker's flag was hoisted, by some unaccountable accident, at Spithead, by which several hundred seamen were lost. The sioned officers, fortunately for them, were all on shore; but be- r brave crew, there were on board between forty and fifty people, rsmouth and Gosport, who were there rejoicing with their friends safe return, and who thus shared the same dreadful fate, not one ared to tell the melancholy tale. Besides the loss of so many valu- es, Sir Hoverden Walker was, by this accident deprived of all his e, stores, books, public papers, journals and receipts, and what was here were not wanting malicious people, who besides attributing to inal the failure of the expedition, barbarously insinuated, that the up of the Edgar was a thing contrived to conceal the particulars ansactions.

worth noticing, also, that the loss of the Edgar was considered particularly unfortunate and ominous by the sailors throughout the fleet, first, because it was the oldest ship in the navy, and second, because it was generally believed that a part of the vessel was constructed of the very ship in which King Edgar, after whom she was named, had sailed.

The queen, however, received Sir Hoverden Walker very graciously; and his conduct appeared to her majesty and the council so little blameable, that he was afterwards appointed commander in chief on the West India station, and served with great credit.

Sir John Leake was now at the head of the admiralty, and Sir Thomas Hardy was left to the command of the squadron, which cruized in the soundings, and continued to act there effectually, and distress the enemy, whenever it was in his power. Early in the spring of 1712, Sir Thomas received intelligence of the return of M. du Casse from America, for whom he cruized with the utmost diligence during the whole month of February, but with no success; and though he watched with the same assiduity for M. du Guai Trouin, he was again disappointed. In the beginning of the month of August, Sir Thomas chaced six ships and a tartan. One of them immediately hoisted a broad white pennant at the main-top-mast-head, shortened sail, and made a signal for the line of battle; and then tacked, and stood towards him, upon a supposition that our ships were privateers from Flushing; but when they came nearer, and found their mistake, they did all they could to make their escape, our ships pursuing them with the utmost diligence.

About five in the afternoon, the admiral came up with the biggest of them, which was the Griffin, a king's ship, but then in the service of the merchants. It was commanded by the Chevalier d'Aire, knight of the order of St. Lewis, who shortened sail immediately, brought to, and sent some of his officers on board our flag, to inform him, that before he sailed from Brest, he had received letters from Paris, importing, that in a few days he might have had the queen of England's pass; but that his friends advised him not to lose a wind, in order to wait for it; but Sir Thomas told the lieutenant that if they had no pass, he should look on the ship as a good prize; and accordingly sent his own lieutenant to take possession of her; himself, with the other ships of his squadron, continuing the chace. About eleven at night, the Windsor engaged the St. Esprit, a ship of thirty-six guns, and one hundred and seventy-five men, laden with bale goods for Cadiz, and about an hour after she blew up, just as the captain had given orders to strike; but the captain, with about thirty-five men, were saved by our boats. The Berwick took the Adventure, of Havre de Grace, carrying twelve guns and forty men, bound for Newfoundland; but the master producing the queen's pass, she had leave to continue her voyage. The same ship took also the Incomparable, of sixteen guns, bound for Martinico; and the Ruby man-of-war likewise took a small French ship of twelve guns which was also called the Ruby, bound for St. Domingo.

The only subject that remains to be noticed, as having occurred during this year, is the dreadful hurricane which happened at Jamaica on the 29th of August, and which exceeded in violence any that had been felt in that island for many years. It commenced about nine o'clock in the evening, and continued raging with the greatest fury till twelve.

The wind blew with most prodigious force, and the noise of it mingling with the crash of the thunder, was enough to appal the stoutest hearts: while the incessant flashes of lightning seemed to cover the earth with one sheet of sulphurous fire, and rendered the dreadful devastation of the tempest visible even in the midst of pitchy darkness.

The prospect at day-light, when the storm had abated its fury, was most afflicting. Many houses blown down to the ground, and nearly all the rest stripped of their roofs, chimnies, and windows; trees torn up by the roots, laying scattered in all directions; the walls of the church blown down; and the plantations, crops, &c. entirely destroyed. At Spanish-town the sea had been forced, by the violence of the wind, so far beyond its usual limits, that the houses were, all but two, washed away, numbers of people drowned, and the boats and canoes left high up on the land. The hospital likewise was blown down to the ground, and many of the sick inhabitants killed and wounded.

Of the men-of-war who were at anchor, some were driven on shore; others dismasted, or disabled; and none escaped without injury; so that it required a long time to repair the damages our fleet received, and the distress, occasioned by the ravages of the storm, was for a considerable period severely felt by all the inhabitants of the island.

We are now come to the conclusion of the naval transactions of the reign of Queen Anne; for on the 12th of August, an agreement for a suspension of hostilities between France and England was signed at Paris, by lord-viscount Bolingbroke and the Marquis de Torcey; and on the 1st of April, 1713, the definitive treaty of peace, usually styled the treaty of Utrecht, was signed; by which the succession of the illustrious house of Hanover was acknowledged by the King of France, who engaged never to admit into his dominions, or in any way aid or assist the person called the pretender, although he had solemnly and repeatedly promised that person never to desert him or his adherents, or acknowledge any other sovereign in England.

We are now to speak of those brave men, whose exertions chiefly contributed to the glory of their country during this war, and secured it an honourable peace at the conclusion, among whom, one of the most conspicuous, and whose name is still familiar to all who ever felt an interest in the exploits of their countrymen, is the brave Admiral Benbow.

The ancestors of ADMIRAL BENBOW were for many ages an honourable family, in the county of Salop, and during the troubles of the civil war, when Charles I. entered the city of Shrewsbury, Thomas and John Benbow, Esqrs., (the latter of whom was the father of our hero) both tendered their services to their sovereign, and were both appointed colonels in the king's army, and at the unfortunate battle of Worcester, were both taken prisoners by the rebels.

Colonel Thomas Benbow was soon afterwards condemned to death by a court-marshal, held by the rebels at Chester, and was accordingly shot at Shrewsbury, on the 19th of October, 1651; but his brother John made his escape from imprisonment, and lived in obscurity until after the Restoration, when he was far advanced in years, and so reduced in circumstances, as to be glad to accept a small office in the Tower of London, which just enabled him to provide for the wants of his family.

In this situation he was, when a little before the breaking out of the first Dutch war, the king came to the Tower to examine the magazines. There his majesty cast his eye on the good old colonel, knew him at first sight, and immediately came up and embraced him. "My old friend, Colonel Benbow," said he, "what do you here?" I have, returned the colonel, a place of fourscore pounds a-year, in which I serve your majesty as cheerfully, as if it brought me in four thousand. "Alas!" said the king "is that all that could be found for an old friend at Worcester? Colonel Legge, bring this gentleman to me to-morrow, and I will provide for him and his family as it becomes me." But short as the time was, the colonel did not live to receive the effects of this gracious promise, for the sense of the king's gratitude and goodness so overcame his spirits, that sitting down on a bench, he there breathed his last, before the king was well out of the Tower.

From the indigent circumstances of his family, it is probable, that John Benbow, the subject of our memoir, was at a very early age, destined for a sea-faring life, and some writers positively affirm, that at the time of his father's death, when he was about fifteen years old, he was in so low a station, as a waterman's boy.

Be that as it will, we find that so early as King Charles the 2d's reign, he was owner, and commander of a frigate, called after himself, the Benbow frigate, in which vessel he distinguished himself by an exploit, which gave rise to all his future fortunes, and was perhaps the most extraordinary that ever appeared in history.

In the year 1686, Captain Benbow, was attacked in his passage to Cadiz by a Sallee rover, against whom he defended himself, though very unepual in number of men, with the utmost bravery, till at last the Moors boarded him; but were quickly beaten out of his ship again, with the loss of thirteen men, whose heads captain Benbow ordered to be cut off, and thrown into a tub of pork-pickle. When he arrived at Cadiz, he went a-shore, and ordered a negro servant to follow him, with the Moor's heads in a sack. He had scarcely landed, before the officers of the revenue inquired of his servant what he had in his sack? The captain answered, salt provisions for his own use. The officers insisted upon seeing them. Captain Benbow alleged, that he was no stranger there; that he did not use to run goods, and pretended to take it very ill that he was suspected. The officers told him that the magistrates were sitting not far off, and proposed to refer the matter to them.

The captain consented to their proposal; and away they marched to the custom-house, Mr. Benbow in the front, his man in the centre, and the officers in the rear. The magistrates, when he came before them, told him they were sorry to make a point of such a trifle, but that the nature of their employments obliged them to demand a sight of the contents of his sack; and that as they doubted not they were salt provisions, the shewing them could be of no great consequence one way or other. "I told you," says the captain, sternly, "they were salt provisons for my own use. Cæsar, throw them down upon the table; and, gentlemen, if you like them, they are at your service." The Spaniards were astonished at the sight of the Moors' heads, and the account of the captain's adventure, who, with so small a force, had been able to defeat such a number of barbarians. They sent an account of the whole matter to the court of Madrid; and Charles II. then King of Spain, was so much pleased with it, that the English captain was invited to court, where he was received with great testimonies of respect; and not only dismissed with a handsome present, but his Catholic majesty was also pleased to write a letter in his behalf to King James, who upon the captain's return, gave him a ship in the royal navy.

After the Revolution, the diligence and activity of Captain Benbow, could not fail of recommending him to the favour of so wise and brave a prince as King William; by whom he was early promoted to a flag; after which he was generally employed as the most experienced seaman in the navy, to watch the motions of the French at Dunkirk, and to prevent, as far as it was possible, the depredations of Du Bart; in which he shewed great skill and diligence.

After the peace of Ryswick Admiral Benbow was stationed in the West Indies, from whence he did not return, until just before the breaking out of a new war with the French, on account of their perfidious violation of that treaty.

The French were then fitting out a strong squadron in the port of Dunkirk, and though war was not actually declared, it was deemed necessary to send a powerful force to the West Indies, in order to disappoint the views the French had formed upon the Spanish succession.

This squadron was to consist of two third-rates, and eight fourths; and it was thought indispensibly requisite that it should be under the orders of an officer, whose courage, conduct, and experience, might safely be relied on; as upon the right management of this important expedition, it was believed, the success of the war would in a great measure depend. Mr. Benbow was mentioned by the ministry; but the king would not hear of it. He said, that Benbow was in a manner just come home from thence, where he had met with nothing but difficulties; and that, therefore, it was but fair some other officer, should take his turn. One or two were named, and consulted; but either their health, or their affairs were in such disorder, that they most earnestly desired to be excused; upon which the king said merrily to some of his ministers, alluding to the dress and appearance of these gentlemen, " Well then, I find that we must spare our beaus, and send honest Benbow.

His majesty, accordingly sent for him upon this occasion, and asked *him*, whether he was willing to go to the West Indies, assuring him, if he was not, he would not take it amiss, if he desired to be excused. To this Mr. Benbow answered bluntly, " That he did not understand such compliments; that he thought he had no right to chuse his station; and that, if his majesty thought fit to send him to the East or West Indies, or any where else, he would cheerfully execute his orders as became him." Thus the matter was settled in a very few words, and Admiral Benbow departed in the month of September 1701; the world in general believing that he was gone with Sir John Munden, who commanded the squadron that accompanied him into the Mediterranean.

As soon as it was known in England that Vice-admiral Benbow had sailed, with ten ships only, for the West Indies, and it was discovered that the great armament at Brest was intended for the same part of the world; a clamour was raised here at home, as if he had been sent to be sacrificed, and heavy reflections were made upon the inactivity of our grand fleet: whereas, in truth, the vice-admiral had as considerable a squadron, as, it was, in that critical juncture, thought proper to be spared.

In the month of April, 1701, the Marquis of de Coetlogon, with a squadron of five ships of the line, and several large vessels, laden with arms and ammunition, sailed from Brest for the Spanish settlements in the West Indies, and on the 20th of October he was followed by the Count de Chateau Renaud, with fourteen ships of the line, and sixteen frigates. M. du Casse also sailed with his squadron for the same destination, so that although Admiral Benbow had hitherto remained with his small force absolute masters of those seas, and had taken many prisoners, there was now the greatest reason to apprehend that he would be crushed by the superior force of the enemy.

The scene, indeed, soon began to change with the admiral, who first received intelligence of the arrival of M. Chateau Renaud, with a force superior to his own at Martinico, and was soon after informed that the latter had been joined by the Marquis de Coetlogon from the Havannah, which information gave excessive alarm to the inhabitants of Barbadoes and Jamaica, who knew how incapable the English force was of resisting such overwhelming numbers, should the French commanders think proper to attack them.

In this uncertain situation things continued to the end of April, 1702, when the vice-admiral put to sea, in order to cruize between Jamaica and Hispaniola; but, before he was quite clear of the island of Jamaica, he met with Rear-admiral Whetstone, with whom he returned, to communicate to the government some orders received from England; having first sent the Falmouth, Ruby, and Experiment, to cruize off Petit Guavas. About the latter end of May, the master of a Spanish sloop from Cuba, acquainted him, that M. Chateau Renaud was actually arrived at the Havannah, with twenty-six ships of war, waiting for the flota from La Vera Cruz; and this was confirmed by the ships he had sent out, which during their cruize in those parts, had taken four prizes.

The vice-admiral being likewise informed, by a sloop from Petit Guavas, that four ships, with provisions, were bound from thence to the Havannah, he sent three frigates to intercept them, between Cape St. Nicholas, and Cape Mayze, and the same day he detached Rear-admiral Whetstone, with two third rates, three fourths, and a fire-ship, to intercept M. du Casse, who, he had heard, was expected at Port Lewis, at the west-end of Hispaniola, a little within the Isle of Ash, with four ships of war; resolving to sail himself, in five or six days, with the remainder of the squadron, in search of these French ships, in case the rear-admiral should miss them.

Accordingly he sailed from Jamaica on the 11th of July, with two third rates, six fourths, a fire-ship, bomb, tender, and sloop, in hopes of meeting Rear-admiral Whetstone; but missing him, he first attacked and harassed the French settlements in St. Domingo, and then sailed in search Du Casse's squadron, which he came up with and engaged, on Wednesday of the 19th of August, and fought him bravely for five days.

We have already detailed the cowardly and cruel desertion of the captains of several of the ships under the command of Admiral Benbow, which entirely defeated all his hopes of success, and exposed him to the most eminent danger from the attack of the enemy.

The French accounts, indeed, represent the whole affair to their own advantage; but M. du Casse, who was a brave man, and withal by much the best judge of this matter, has put the thing out of dispute, by the following short letter, written by him to Admiral Benbow, immediately after his arrival at Carthagena.

"SIR

"I had little hopes, on Monday last, but to have supped in your cabin but it pleased God to order otherwise; I am thankful for it. As for those cowardly captains who deserted you, hang them up; for, by ——, they deserve it.

Yours,

DU CASSE."

The first care the admiral had, after his return to Jamaica, was to provide for the officers who distinguished themselves in the late engagement, and next, to bring those to justice, who had so basely betrayed their trust. After the court-martial was over, the admiral lived only a month; for that court sat on the 6th of October, and the admiral died on the 4th of November following.

He was all that time extremely sensible of his danger, and never entertained any flattering hopes of recovery. Yet he supported his character as an English admiral, with the same firmness he had shewn during the engagement, giving all the necessary orders, as if he had been in perfect health; and in the letters he wrote home to his lady, he discovered much greater anxiety for the interest of the nation, than for his private fortune, or the concerns of his family. The queen had so just a regard for the memory of this gallant man, that she spoke of his loss with great regreat; and would not suffer herself to be teazed into an ill-timed act of mercy towards those, who through their cowardice, were sprinkled with his blood.

The vice-admiral left behind him a numerous posterity of both sexes. John Benbow, one of his sons, claims some notice in a work of this nature, independently of his relation to his gallant father. He was bred to the sea, and went to the East Indies in quality of fourth mate, on board the Degrave, Captain William Young, commander, February 19th, 1701, The Degrave was bound for Fort St. George, in the East Indies, where she safely arrived, and proceeded from thence to Bengal, where her captain and first mate died; by which means the command devolved on the captain's son, who was second mate, and Mr. John Benbow became second mate. From Bengal, they sailed for the Cape of Good Hope; but in going out of the river the ship ran a-ground, she floated, however, the next high-tide, and put to sea with little or no damage, as they then imagined; but they very soon after found her so leaky, they were forced to keep two chain-pumps continually going. In this condition they sailed two months, when they reached the Island of St. Maurice, at that time inhabited by the Dutch, who gave them all the assistance in their power, permitting them to set up a tent on shore, into which they brought most of their cargo, having unladen their ship, in order to search for the leak; which, however, they could not find. After about a month's stay at the island before mentioned, and taking on board about fifty Lascars, or Moorish seamen, they sailed directly for the Cape of Good Hope; having then about one hundred and seventy hands on board, but in a few days time it gained so much upon them, that, notwithstanding they pumped day and night, it was as much as they could do, to keep the vessel above water, though they were still above six hundred leagues from their intended port.

The ship's company, believing that common danger put them all on an equality, represented to Captain Young, that the wisest thing he could do was to make the nearest land, which was that of Madagascar, to the southward of which, they had sailed about an hundred leagues. The captain complied with their advice, and endeavoured to run the ship on shore; but that was found impracticable; so that when they were within a quarter of a mile of the coast, they let go an anchor first, and then cut down all her masts and rigging, and threw guns and goods overboard, in hopes of bringing the ship nearer; but this being found also impossible, and having already lost their long-boat and pinnace, they resolved to make a raft, which they did in the night; and the next morning Mr. Pratt, their chief mate, with four men, went in a little boat on shore, with a rope, by which they proposed to warp the raft.

This boat was staved to pieces, before it reached the land; but the men escaped, and secured the rope, which brought the raft on shore, with the rest of the ship's company, except the captain, who remained last on board the ship, and did not leave her till he found she began to break to pieces, and then he threw himself into the sea, and swam a-shore. They were quickly made prisoners by the king of that part of the island, who carried them fifty miles up into the country, where they found one Captain Drummond, and one Captain Stewart, with a few of their ship's crew, in the same situation with themselves ; and who soon let them into a perfect knowledge of their condition, by assuring them, that the king intended to make them serve him in his wars, and would never permit them to return to Europe.

In this distress, Captain Drummond proposed, as the only expedient by which they could possibly recover their liberty, to seize the black king, and march off with him prisoner into some other province of the island, where the ships more frequently came. Mr. Benbow warmly espoused this proposal, and assisted with great courage in the execution of it, which was performed with more ease than was expected ; and the king, his son, and his queen, were carried off out of the midst of the capital, and in the sight of some hundreds, nay, some thousands of their subjects, better armed than themselves ; who were, notwithstanding, restrained from firing upon them, by Captain Young's threatening immediately to kill their king if they did so.

Upon a proposal made by the negroes, to give them six guns for their king, however, it was agreed to give him up, upon a supposition that the blacks would then follow them no farther ; and this, notwithstanding, Mr. Benbow warmly opposed it, and shewed them the mischievous consequences with which so wild a measure must be attended. The king being given up, the blacks still continued to follow them, and at last it was agreed to give up the prince too, imagining that this would put an end to the pursuit ; taking, however, three of the principal men, by way of hostages, of whom two soon made their escape ; and then the blacks not only pursued them, but began to fire upon them. It now appeared clearly they had nothing for it but fighting, and they began to dispose their little army in order of battle. Thirty-six armed men were divided into four bodies, commanded by the three captains and Mr. Benbow ; but after an engagement that lasted from noon till six in the evening, it was agreed to treat. The negroes demanded their arms, and then promised to let them go ; and at the persuasion of Captain Young, this wild proposition was accepted, though vigorously opposed by Mr. Benbow ; but when it came to be put in execution, the Captains Drummond and Stewart, with four or five of their crew, refused to deliver their arms, and marched off unperceived in the night, accompanied by Mr. Benbow, and got safe to Port Dauphine, while the rest were cruelly murdered, except one Robert Drury, a boy of fifteen or sixteen years old, whom they preserved, and made a slave. As for Mr. Benbow, after remaining several years among the negroes, he escaped on board a Dutch ship, the captain of which had been well acquainted with his father, and, for his sake, received him with great kindness and respect.

Captain Drummond also lived many years among the negroes at liberty, and as comfortable as he could be in such circumstances; but the most tragical part of the tale, as it relates to this gentleman, remains to be told :—

Captain Drummond was the commander of the Rising Sun, a ship belonging to the Scots' East India Company, and while laying at anchor, had been surprised by a pirate; who, after taking possession of the vessel, suffered the captain, with his friend, Captain Stewart, to go on shore in the long-boat, instead of retaining them prisoners. Previously to this, Captain Drummond had met at sea an English vesssl homeward bound, commanded by a man named Green. Captain Green dined on board the Rising Sun, and Captain Drummond received from the former a present of a bible, in return for some essential services he had rendered him. On the return of Captain Green to Scotland, he was, with his mate, Mr. Mather, and several others of his ship's company, accused of the murder of Captain Drummond, by a black servant, who had so artfully fabricated his diabolical tale, that his evidence (corroborated by Captain Green's having in his possession the bible of Captain Drummond,) was believed, and the unfortunate objects of his savage resentment were all ignominiously executed in Scotland; Captain Drummond, for whose supposed murder they suffered, being then (and for several years after) living in the island of Madagascar.

This was fully proved by the testimony of Robert Drury, the lad whom we before mentioned; and who after fifteen years slavery among the natives of Madagascar, was redeemed and brought to England, by Captain Wm. Mackett, May 7, 1728.

Sir Cloudesley Shovel.—This brave man, who solely by his own merit rose from the lowest obscurity to the highest rank in the British navy, was the son of people in humble circumstances; and at an early age was bound apprentice to a shoe-maker. Being, however, of an enterprising and aspiring temper, he could not rest satisfied with this unpromising situation, and therefore betook himself to the sea, where he first served in the humble station of cabin-boy to Sir John Harborough, to whose discernment of his merit Mr. Shovel owed his first promotion.

In the year 1674, Sir John Harborough was sent with a strong squadron, to repress the insolence of the piratical state of Tripoli, which, notwithstanding a treaty of peace, had been concluded with them, committed great outrages upon our trade. As his instructions were to negociate if possible, Sir John, on his arrival, sent Mr. Shovel, who was then his first lieutenant, on shore with a message to the dey of Tripoli, demanding redress of their grievances. The dey, however, despising the youth of the ambassador, treated him with the utmost disrespect, and sent him back with an evasive answer.

Lieutenant Shovel, however, made good use of his time, while he was on shore, in observing the strength of the enemy, &c. and having been a second time despatched to the dey, who treated him with encreased insolence, he, (Lieutenant Shovel) on his return, communicated his observations to the admiral, assuring him, that it was very practicable to burn all the ships in the harbour, in spite of their forts and batteries. Accordingly on the night of the 4th of March, all the boats of the fleet were manned, and under the command of Lieutenant Shovel, boldly entered the harbour; and being provided with all sorts of combustibles, succeeded in destroying nearly all the enemy's force that lay there. For this brave exploit, Lieutenant Shovel was promoted to the command of the Sapphire, a fifth-rate man-of-war. Though far from being a favourite with King James or his party, Captain Shovel's merit was too conspicuous to be overlooked, and accordingly he was employed in various services by that monarch, until the Revolution placed King William on the throne, which was very fortunate for Captain Shovel, as well as agreeable to his principles, which were strongly opposed to the measures of James.

He was soon after knighted by King William, who also appointed him rear-admiral of the blue, and did him the honour to deliver the commission with his own hands. In 1694, Sir Cloudesley Shovel commanded as vice admiral of the red, under Lord Berkeley, in the expedition to Camaret Bay, and on his return received his majesty's express orders to undertake the bombardment of Dunkirk, in which he failed only through the fault of the engineer, who had promised to do more than, as it proved, it was in the power of man to perform. Sir Cloudesley, on this occasion, as well as every other, proved his invincible courage as well as his zeal for the service by going in an open boat, within the enemy's works, and thus being an eye-witness of the impossibility of effecting what he designed.

At the beginning of the reign of Queen Anne, he was, for a time very little noticed, though he was then admiral of the white, but at the affair of Vigo in 1702, he distinguished himself so much by his zeal and alacrity in completing what Sir George Rooke had begun, that he soon afterwards came into favour, and was thenceforward joined in every expedition of importance.

In 1704, Sir Cloudesley was, as we have before related, chiefly instrumental in achieving the glorious victory over the French fleet off Malaga, but the candor of this great man would not suffer him to give sanction to the clamour, which was at that time raised against the commander-in-chief, Sir George Rooke, and though, as he said himself, in his letter, he never took more pains to be well beaten in his life, yet he was very far from taking to himself, what some have since endeavoured to confer upon him, the glory of beating the French fleet, while Sir George Rooke only looked on, or fought at a distance.

This battle was fought on the 13th of August, 1704; Sir Cloudesley Shovel and Sir John Leake led the van; Sir Cloudesley's division consisted of nine ships, the Barfleur, Eagle, Orford, Assurance, Warspight, Swiftsure, Nottingham, Tilbury, and the Lenox, in which they had only one officer killed, viz. the first lieutenant of the Lenox, and seven wounded, one hundred and five private men killed, and three hundred and three wounded, After this victory the French never durst think of fighting our fleets; and, upon Sir Cloudesley Shovel's return, he met with a very gracious reception from the queen, and was the next year employed as commander-in-chief, being appointed rear-admiral of the fleet of England on the 6th of January following.

As we have already detailed the principal events in which Sir Cloudesley Shovel took a prominent part, our present notice must be confined to his personal conduct and fortunes. During the time that he was employed with the fleet in forwarding the views of Charles III. of Spain, as he was styled by us, in seating himself on the throne of Spain, which was then occupied by Philip of the house of Bourbon, Sir Cloudesley Shovel evinced, very remarkably, his zeal and interest for the honour of the British, which he was determined to protect from the slights and disrespect of an ally, as well as from the insult of an enemy.

It seems that one of the young princes of the royal family, who was of a very wild temper, had committed some odd insults on the seamen as they came a-shore from the fleet, and the forts, at the entrance of the river, had fired upon some of our men-of-war; upon which Sir Cloudesley demanded a conference with a person of great distinction, who was then at the head of their councils, and told him plainly, that the seamen, so long as he bore the English flag, should maintain the strictest discipline while in the harbour of Portugal, and therefore he expected that flag should receive those marks of respect, which were due to so great a princess as the queen his sovereign; or, in case of any failure, he should think himself obliged to do his seamen, and the honour of his country, right, and not suffer the English flag to be insulted, while he had the honour to wear it. This Sir Cloudesley expressed in such a manner, that the crown of Portugal thought fit to issue such orders as he desired, and affairs wore another face in that part of the world ever afterwards; which was entirely owing to the courage and conduct of our admiral.

In the attack upon Toulon in 1707, Sir Cloudesley's zeal and abilities effected wonders. On this occasion, six hundred seamen were landed from open boats, and were quickly followed by the admiral, under whose direction, they attacked the French lines with such impetuosity that the enemy threw down their arms, and abandoned their entrenchments, in the greatest consternation.

This great effort made by the English totally disconcerted the French schemes; since the troops had scarcely quitted these entrenchments before they met Lieutenant-general Dillon, at the head of his twelve battalions, who was so astonished, that he suffered himself to be persuaded to abandon the town of St. Paul, and to join in the retreat. On the 14th, a council of war was held on board the admiral, in which it was resolved to prosecute the march to Toulon, which the duke of Savoy promised to reach in six days; and the admiral sailed with his fleet for the islands of Hieres, leaving ten or twelve frigates to interrupt the enemy's correspondence with Italy.

But, instead of six, his royal highness made it full twelve days before he attacked the place; and then never pretended to lay any blame upon Sir Cloudesley, but threw it on Prince Eugene, who commanded the emperor's forces. It is true, that when Sir Cloudesley went first to compliment the duke upon his safe arrival, his royal highness told him, he was glad to see him at last, for the maritime powers had made him wait a long while; to which, when Sir Cloudesley answered, that he had waited upon his royal highness the moment it was in his power, he replied, smiling, " I did not say you, but the maritime powers had made me wait; for this expedition I concerted so long ago as 1693; and fourteen years is a long time to wait, Sir Cloudesley."

The admiral ordered immediately one hundred pieces of cannon to be landed from the fleet, for the service of the batteries, and, indeed, during, the whole affair, rather exceeded than fell short of what the duke and Prince Eugene could reasonably expect, as well with regard to his personal attendance as to the service of the fleet.

As the duke of Savoy never would have undertaken this affair without the assistance of the fleet, commanded by Sir Cloudesley, so he could not possibly have made a safe retreat, if it had not been covered by the fleet, which attended him again to the time of his repassing the Var. There some new disputes happened, in which Sir Cloudesley had little or no concern; but, in consequence of which, his excellency bore away for the Straits; and soon after, resolved to return home, which was the last act of his life.

He left Sir Thomas Dilkes at Gibraltar, with nine ships of the line; for the security of the coasts of Italy, and then proceeded with the remainder of the fleet, consisting of ten ships of the line, five frigates, four fire-ships, a sloop, and a yacht, for England. On the 22d of October, he came into the Soundings, and in the morning had ninety fathom water. About noon he lay by; but, at six in the evening, he made sail again, and stood away under his courses, believing, as it is presumed, that he saw the light on St. Agnes, one of the islands of Scilly. Soon after which, several ships of his fleet made the signal of distress, as he himself did; and it was with much difficulty that Sir George Byng, in the Royal Anne, saved himself, having one of the rocks under her main chains. Sir John Norris, and Lord Dursley, also ran very great risks; and as we have before related, several ships besides the admiral's perished. There were with him, on board the Association, his sons-in-law, Sir John Narborough, and James his brother, Mr. Trelawny, eldest son to the bishop of Winchester, and several other young gentlemen of quality.

Various accounts have been given of the cause of this unhappy accident, a report at the time prevailed, that a great part of the crew of the Association, had got drunk, in consequence of the pleasure they felt at coming once more within sight of the British shore; and later writers, though we believe upon dubious authority, have represented it as having arisen from the error of the admiral himself, who obstinately refused to listen to the caution of an experienced seaman, as to the error of their course, and upon the man's persisting in his representation, ordered a summary punishment to be inflicted for his insubordination.

At this distance of time it is impossible to form a correct judgment, between such opposite accounts, but if the latter be founded in truth this fatal occurrence must ever remain an awful memento of the fallibility of human judgment.

There are also various accounts of the discovery of Sir Cloudesley's body, which was thrown ashore on the island of Scilly. A soldier belonging to St. Mary's garrison, is reported to have found his body, and his watch, which he had endeavoured to save himself. The soldier buried it in the sand, in the island of Porthelic and received a pension for life from Lady Shovel for so doing. Other accounts say, that some fishermen took him up, and having stolen a valuable emerald ring, from his finger, stripped and burried him. This ring being shewn about, made a great noise all over the island, and coming to the ears of Mr. Paxton, who was purser of the Arundel, he found out the men, and obliged them to discover where they had buried the body; which he took up, and carried on board his own ship, in which it was transported to Plymouth, conveyed from thence by land to London, and buried, from his house in Soho-square, in Westminster abbey, with great *solemnity*; where an expensive monument of white marble was afterwards erected, by the queen's direction, in order to do honour to the memory of so great a man, and so useful a subject.

Sir Cloudesley Shovel, at the time of his death, was rear-admiral of England, admiral of the white, and commander-in-chief of her majesty's fleet, one of the council to Prince George of Denmark, was lord high-admiral of England, elder brother of Trinity-house, and one of the governors of Greenwich hospital; in all which stations he discharged his trust with the greatest honour, and integrity; and in private life, he conducted himself with such prudence, wisdom, and tenderness, that few men lived more beloved, or died more lamented. Her Majesty expressed a very *particular* concern for his loss, and was pleased to tell Sir John Leake, when she made him rear-admiral of England, that she knew no man so fit to repair the loss of the ablest seaman in her service.

Sir Cloudesley Shovel married the widow of his friend and patron, Sir John Naughborough, by whom he left two daughters, co-heiresses. It may not be improper to add to this brief memoir, his monumental inscription in Westminster abbey, which is as follows.

" Sir Cloudesley Shovel, Knt. rear-admiral of Great Britain; admiral and commander-in-chief of the fleet. The just reward of long and faithful services: he was deservedly beloved of his country, and esteemed, though dreaded by the enemy, who had often experienced his conduct and courage. Being shipwrecked on the rocks of Scilly, in his voyage from Toulon, the 22d of October, 1707, at night, in the fifty-seventh year of his age.

"His fate was lamented by all; but especially the seafaring part of the nation, to whom he was a worthy example. His body was flung on the shore, and buried with others in the sands; but being soon after taken up, was placed under this monument, which his royal mistress had caused to be erected, to commemorate his steady loyalty, and extraordinary virtues."

Vice-admiral Sir GEORGE ROOKE.—Sir George Rooke was the son of Sir William Rooke, the representative of an ancient family in Kent, and was born in the year 1650. He was originally intended for one of the learned professions, but his youthful inclinations being strongly biased towards the sea, his father, at last, yielded his reluctant consent, and was rewarded by seeing his son rapidly rising in the profession he had chosen. His first station in the navy was that of a volunteer, but his courage and conduct soon gained him the post of a lieutenant, and before he was thirty years old, he attained the rank of captain, which was in those days when merit and not interest was the passport to promotion, a very extraordinary rise, and a convincing proof of his superior talents and bravery. In the early part of the reign of King William, Captain Rooke was promoted to the station of vice-admiral of the blue, and in the famous battle of La Hogue, by his prompt and vigorous conduct, completely decided the fortune of the day in our favour. On the day after the battle, he received orders from Admiral Russel to follow the enemy into the harbour of La Hogue, and burn and destroy as many of them as he could as they lay at anchor.

There were thirteen large men-of-war, which had crowded as far up as possible, and the transports, tenders, and ships with ammunition, were disposed in such a manner that it was thought impossible to burn them. Besides which, the French camp was in sight, with all the French and Irish troops that were to have been employed in the invasion, and several batteries upon the coast, well supplied with heavy artillery; and when the vice-admiral came to make the attempt, he found it impossible to carry in the ships of his squadron: he therefore ordered his light frigates to ply in close to the shore, and, having manned out all his boats, went himself to give directions for the attack, burned that very night, six three-deck ships; and the next day, being the 24th, six more from seventy-six to sixty guns, and destroyed the thirteenth, which was a ship of fifty-six guns, together with most of the transports and ammunition vessels, and this under the fire of all the batteries, and in the sight of the

French and Irish troops, and yet, through the wise conduct of their commander, this bold enterprize cost the lives of no more than ten men.

In consequence of this brave action, the king settled a pension of one thousand a year for life on Vice-admiral Rooke, and in the following spring, when his majesty visited Portsmouth to view the fleet, he honoured this brave officer by dining with him on board his ship, where he conferred on him the honour of knighthood, having also a short time before created him vice admiral of the red. Sir George Rooke was soon after appointed to the command of the squadron destined to convey the Smyrna fleet. On this occasion, Sir George fully proved his superior sagacity, in naval affairs, by pointing out the danger, which the fleet would run of falling in with the superior force of M. de Tourville, which he rightly judged, was gone into Toulon. He was, however, overruled, and accordingly he sailed pursuant to his orders.

On the 16th of June, however, he received intelligence which confirmed the danger they were in, and on the following day, a little after day-break, ten sail of the enemy's men-of-war, and several small ships were seen in the offing. The French no sooner discovered the English squadron, than they stood away with their boats a-head, setting fire to some, and sinking others of their small craft, which did not however prevent several of them falling into our hands, as a fire-ship likewise did, by dropping into the fleet in the night. The crew of this ship being carried on board the flag-ship, and examined by the admiral, told him a very plausible tale, viz. That the French squadron consisted but of fifteen ships of the line, and had with them forty-six merchantmen and store-ships, that were bound either for Toulon, or to join M. d'Estrees.

This at first, with the hasty retreat of their men of war in the morning, and their deserting and burning their small vessels, gained a perfect belief with the admiral and the rest of the officers; and though it afterwards proved that this precipitate retreat was purposely to amuse us, and thereby draw the whole squadron insensibly in to the enemy. About noon the sea breeze sprung up to W. N. W. and N. W. and then the admiral bore away along shore, discovering the strength of the enemy the nearer he came to them, until, at last he counted about eighty sail; but the number with which they plyed up to him was not above sixteen, with three flags, the admiral, vice-admiral of the blue, and rear-admiral of the white.

About three in the afternoon the Dutch vice-admiral sent Sir George Rooke advice, that he was now perfectly sensible of the fraud that had been practised, and that, in his judgment, the best course that could be taken was, to avoid fighting. Sir George had actually made ready for engaging the enemy; but reflecting that he should take upon himself the whole blame of this affair, if he fought contrary to the Dutch admiral's sentiments, he brought to, and then stood off with an easy sail, and at the same time despatched the Sheerness, with orders to the small ships, to endeavour to get along shore in the night, and save themselves in the Spanish ports; which advice, was happily pursued, no less than fifty getting into the port of Cadiz only.

The whole squadron under the command of Sir George Rooke, consisted of no more than twenty-three ships of war; of these, thirteen only were English, eight Dutch, and two Hamburghers. The fleet of merchant men under his convoy was composed of four hundred sail of all nations though, the greater part of them were English ships. The fleet under M. Tourville consisted of one hundred and twenty sail, of which sixty-four were off the line, and eighteen three-deck ships; yet our admiral saved all the men-of-war; for he brought twelve of them to Kingsale, and the rest got into Cadiz; he likewise brought back with him sixty merchant-men, and, having sent the Lark with advice of his misfortune, he afterwards proceeded from Kingsale, with the largest ships, to join the grand fleet.

The admiral for his prudent conduct in this affair, received the thanks of the merchants, though he did not altogether escape all trouble, for he was called upon to account for his conduct, at the bar, of the House of Commons, and was there examined with great severity, though he was so ill, that he was unable to stand. This examination, however, totally exculpated him from all personal blame, and proved that he was, in the council of war which he had called on the first intimation of danger, overruled in his opinions, by a majority of votes, which, however, he did not impute to any blameable feeling on the part of his officers, but believed the error to have arisen, from their not having credited his suspicion, that it was the whole of the French fleet, in Lagos bay.

The king, to mark his sense of vice-admiral Rooke's conduct promoted him to the rank of admiral of the blue, and in the month of May 1695, he commanded the squadron, which convoyed his majesty on his visit to Holland.

In the spring of 1697, he was appointed admiral, and commander-in-chief of the fleet, and continued to add to the reputation he had gained until the close of the war, but he soon after raised himself many enemies for being elected member of Portsmouth, and espousing warmly the Tory cause, great pains were taken to injure him in the king's opinion. To the honour of the monarch, however, his sense of Sir George Rooke's merits triumphed over the insinuations of his enemies, and on being duty and allegiance are strong obligations upon me to do my best in the service of my country, I shall always take this as a particular tie upon me to do right and justice to your service upon all occasions."

Notwithstanding, however, these high compliments, and the queen's having celebrated the transaction by a day of public thanksgiving, murmurs were raised principally through the influence of the Duke of Ormond, against Sir George, for not having fulfilled his instructions relative to Cadiz. A Committee was therefore appointed in the House of Lords, before whom Sir George very ably vindicated himself, and arraigned his instructions very freely. He set, indeed, the affair in so proper a light, that the Committee made their report, and the House passed a vote which fully justified the admiral's conduct, and proved that he had done all that it was possible to have done on that occasion.

In the year 1703, Sir George Rooke was again at sea, but waited so long for the Dutch, that the scheme, which was a very good one, and entirely of his own projecting, became impracticable, and he was obliged to return. On his return he had a severe fit of the gout, which obliged him to go down to Bath; and then it was reported that he was laid aside. But party measures were not yet so strongly supported as to produce such an event; and upon his coming to town again, Sir George was as well received at court as ever; and was soon after employed in a station worthy of his character, and of the high posts he had already filled.

A resolution having been taken by the British ministry to send over King Charles III. of Spain on board our fleet, in the spring of the year 1704, choice was made of Sir George Rooke to command the ships-of-war employed for that purpose; and he accordingly sailed on the 12th of February from St. Helen's, and arrived at Lisbon safely on the 25th.

When the expedition against Barcelona was first set on foot, Sir George Rooke immediately concurred to the utmost of his power: the fleet arrived safely before that city in the beginning of May; and the place might possibly have been taken, if the partizans of the house of Austria had acted with resolution. But they met so often, and to so little purpose, that King Philip's viceroy discovered the design, and arrested the persons who were at the head of it; which frustrated the whole affair, and the admiral was forced to re-embark the troops.

The attempt on Barcelona having thus miscarried, the admiral chased the Brest squadron into Toulon; and having joined Sir Cloudesley Shovel, with the fleet under his command, off Lagos, continued cruizing for about a month, in expectation of orders from home, or from the court of Spain. On the 17th of July, being in the road of Tetuan, a council-of-war was called, in which Sir George Rooke proposed the attacking of Gibraltar, which was agreed to, and immediately put in execution; for, the fleet arriving there on the 21st of the same month, the troops, which were but eighteen hundred men, were landed the same day; the admiral gave the signal for cannonading the place on the 22d, and, by the glorious courage of the English seamen, the place was taken on the 24th. After performing this remarkable action, the Dutch admiral not considering there was any probability of another engagement at sea, resolved to return home, and actually dismissed six men-of-war, which he ordered for Lisbon; but on the 9th of August the French fleet, under Count de Thoulouse was destroyed at sea; and though it appeared to be much the strongest that had been equipped during the war, Sir George Rooke deermined to bring him to an engagement. We have already given an account of the battle which was fought off Malaga, and shall therefore only observe that the result was victory to our brave countrymen, of whom the admiral, in the conclusion of his despatches on the occasion, says, "he must do the officers the justice to say that every man in the line did his duty," and that "he never observed the true English spirit so apparent and prevalent in our seamen as upon this occasion." "This battle," he concludes, "is much the more glorious to her majesty's arms, because he enemy had a superiority of six hundred great guns, and likewise the advantage of cleaner ships, being lately come out of port, not to mention he great use of their gallies in towing on or off their great ships, and in upplying them with fresh men as often as their's were killed or disabled. But all these disadvantages were surmounted by the bravery and good conduct of our officers, and the undaunted courage of our seamen." This battle extinguished at that time the French power at sea, as that of Blenheim, which was fought in the same year, did in the empire, and this very circumstance prevented Sir George Rooke's services from being properly estimated; for though he was well received by the queen and her consort, yet the whigs took care to magnify the Duke of Marlborough's success at Blenheim, while they were silent as to the equally glorious victory which had been achieved at sea; and the ministry took such pains to hinder Sir George Rooke from receiving the compliments usual upon such occasions, that the latter soon perceived that as he rose in credit with his country, he lost in interest with those at the helm, and accordingly he resolved to retire from public life, rather than be the means of any disturbance to the affairs of the nation. He, therefore, retired to his seat in Kent, where he passed the remainder of his days as a private gentleman, in which, as well as his public character, he gained the respect of all who knew him. He was a good husband, and a kind master, and that he was a truly honest man was proved by his leaving behind him a very small fortune, which he by his will disposed of with this remarkable observation: "I do not leave much behind me, but what I leave was honestly gotten; it never cost a sailor a tear, or the nation a farthing." Sir George Rooke died on the 24th of January, 1709, in the fifty-eighth year of his age, leaving behind him one son, George, who was born of his second marriage, with Mary the daughter of Colonel Francis Lattrel.

Sir George Byng, the subject of our present memoir, was born of an ancient family at West Carberry, in the county of Cork, and at the early age of fifteen entered the navy as a volunteer, having a king's letter or warrant, which according to the then regulations of the sea service, entitled him to rank as a midshipman. He afterwards, however, entered the land service, and served as a cadet in the grenadiers, under the command of General Thirk, governor of the garrison of Tangiers. At the evacuation and demolition of the latter place, Mr. Byng once more returned to the navy, being appointed lieutenant of the Orford, by the Earl of Dartmouth. In the subsequent year he was transferred to the Phœnix, and on board this ship had a narrow escape from death. The Phœnix on her passage to the East Indies encountered a Zingarian pirate, and a long and desperate battle ensued. Lieutenant Byng, at length, was ordered to board the enemy, in which he succeeded, but the greater part of his companions were either killed or wounded in the attempt, and the pirate vessel having been dreadfully damaged in the action, sunk before the lieutenant could regain his own ship, with all on board her. Lieutenant Byng, was, however, taken out of the sea by the boats of the Phœnix, but with scarcely a sign of life remaining. His daring courage on this occasion highly recommended him to notice and promotion, and his adroitness and integrity occasioned him to be actively employed in the negotiation with the Prince of Orange in 1688, upon whose accession to the throne of England, Lieutenant Byng was promoted to be captain of the Dover, and sent to cruize in the Irish sea to intercept any reinforcements that might be sent from France to James's adherents in Ireland.

In May 1690, he was captain of the Hope, a third rate, and distinguished himself greatly in the battle of Beachy Head, as he also did, in the famous battle of La Hogue, in which he commanded the Royal Oak, forming one of the blue squadron, under the command of Sir John Ashby. At the breaking out of the French war, in 1702, after the accession of Queen Anne, Captain Byng was appointed to command the Nassau, and

and was actually employed in the affair of Vigo, in burning, and destroying the French fleet.

In the year 1703, he was advanced to the rank of rear-admiral of the red, and having hoisted his flag on board the Ranelagh of eighty-guns, he joined Sir Cloudesley Shovel in the Mediterranean sea, and was deputed by the latter admiral, to treat with the Dey of Algiers.

On his return home, after the conclusion of this business, Rear-admiral Byng, encountered the memorable storm, which happened on the 26th of November, and was in great danger of being lost. The Ranelagh recieving so much damage, that he was compelled to shift his flag to the Birlington. As soon, however, as the former was repaired, and fit for sea, he again hoisted his flag on board of her, and was present at the reduction of Gibraltar, where his courage, and coolness, were very conspicuous, both in commanding the squadron that cannonaded the place, and leading the seamen, who attacked it. In the battle of Malaga also, the division under the command of Rear-admiral Byng, sustained the principal weight of the action, and his personal behaviour was so meritorious, that Queen Anne, on his return to England, on the 22d of October 1704, conferred on him the honour of knighthood, "as a testimony of her high approbation of his conduct in the late action."

In the following year Sir George Byng, was promoted to the rank of vice-admiral of the blue, and was appointed to command, a strong squadron cruzing in the Channel, and off the coast of Ireland, in which station, by a judicious distribution of his force, he succeeded so well as to capture, in the short space of two months, twelve of the largest French privateers, the Thetis of forty-four guns, and seven richly laden merchant ships, from the West Indies.

In the dreadful fate which befel Sir Cloudesley Shovel, and so many other brave seamen, Sir George Byng very narrowly escaped participating, for his vessel, the Royal Anne was within a ship's length of the rocks, at the very moment that the Association struck. Sir George, and his brave crew, were saved by the presence of mind of himself, and officers, who according to the official account, published, "in a minute's time, set the top-sails of the Royal Anne, and thus brought her off, one of the rocks being under her main-chains." On the 26th of January 1708, Sir George Byng was made admiral of the blue, and appointed to the command of a squadron, which was intended to oppose a French fleet then fitting out at Dunkirk, for the purpose of landing an army in Scotland, headed by the Pretender. On this occasion, he completely baffled the designs, of the enemy, and captured one of their fleet, and was in consequence honored with the freedom of the city of Edinburgh, presented by the lord provost and magistrates in a golden box.

At the accession of King George I. in 1714, Sir George Byng still remained high in favour, and was actively employed in preventing the landing of reinforcements, &c. during the rebellion, in which his zeal for the house of Hanover appeared so conspicuous that his majesty in the following year created him a baronet, and presented him with a diamond ring of great value.

Although the services of Sir George Byng henceforward more properly belong to the next reign than that which we have just concluded, we shall, for the sake of consistency, proceed to relate them here.

On the commencement of hostilities with Spain in 1718, Sir George was sent with a strong squadron for the protection of Italy, and on the 1st of August anchored in the Bay of Naples, where his arrival was hailed, with joy and gratitude. The kingdom of Naples being threatened with the fate of Sicily, which had been conquered by the Spanish general, the Marquis de Lede, almost as soon as he had landed.

The imperial Viceroy at Naples, immediately presented Sir George Byng with a sword, set with diamonds, and a very rich staff. All kind of refreshments were sent out, in abundance, to the fleet, the shores were crowded with people, who hailed the English, as their deliverers from the yoke of Spain, and the admiral landed amid a salute of all the cannon, and was conducted to court with the honours of a viceroy.

Every thing having been done that policy and humanity suggested, on the part of Sir George Byng, to accommodate existing differences, but without effect, the latter determined to proceed to more active measures, and accordingly sailed to the relief of Messina, where he found that the Spanish fleet had the bay, and were then off the coast of Calabria, whither he immediately pursued them, and succeeded in totally defeating them. Thirteen of the Spanish ships, including three of their flags, being taken or destroyed.

Immediately after this victory, Admiral Byng sent his son to England with the intelligence, who returned with full powers to his father to enter into such negociations, with Italy, as he should think fit. Accordingly Sir George repaired to Naples to adjust the necessary measures for the restoration of Sicily to the Austrian dominion, and while resident in this city, an event occurred which strongly marks the credulity, and superstition of the Neapolitans at that period.

On the occasion of the festival of St. Januarius, their patron saint, some of the most wonderful of the Catholic miracles are performed, and among them, that of liquifying some of the Saviour's blood, which is said to be preserved in a small phial, and remains in a solid mass during the year, until, on being applied to the head of their favourite saint, which forms one of their most precious relics, the blood immediately becomes liquid, as when it first flowed from the veins, and in this state is exposed to the admiration and adoration of the wondering multitude. The church is, on this occasion, decorated with great magnificence, and the Viceroy of Naples, anxious to do honour to the English admiral, assigned him a box near his own, that he might witness the whole ceremony. It unfortunately happened, however, that on the bottle being applied to the head of the saint, it failed of its usual effect. The blood continued solid, and in vain the priests with the utmost ardour invoked their saint to favour them, and vindicate his own reputation, in the presence of a heretic: not the most distant signs of their prayers being granted appeared: the blood still remained in the same state, and the anxiety, and disappointment of the priests was soon participated by the vast assemblage of people, who predicted some national calamity, from this proof of the indifference, or displeasure of St. Januarius. From prayers and invocations, they proceeded to groans and lamentations, but at length a confused murmuring arose, and the eyes of the populace were directed with evident marks of resentment, towards the box, in which Admiral Byng was seated. The viceroy immediately comprehended with alarm, the turn which their thoughts had taken, and apprehensive of the consequences, despatched Count Hamilton to the admiral, requesting him not to be offended with him, or the people, but at the same time entreating him to withdraw as it was evident, the people had taken up the idea, that the miracle had failed because the saint was displeased at the presence of a heritic. The admiral prudently yielded, and quitted his box, but as he was on the point of stepping into the carriage of the viceroy to return home, the air resounded with cries of "il fatto," "il fatto!" it is done, it is done! The saint no longer offended by the presence of an unbeliever, had yielded to the prayers of his votaries. The miracle was performed, and St. Januarius again restored to his place, as the patron and defender of the Neapolitans.

Having, as much by his firmness and moderation, as the bravery of the officers and seamen under his command, contributed to settle affairs in the Mediterranean, Admirable Byng returned to England, with the highest commendations from the powers between whom he acted the part of an impartial umpire. From the King of Sardinia, he received the picture of his majesty set in diamonds, and the King of Spain testified his great satisfaction with Admiral Byng's conduct to the British court.

Sir George Byng was soon after appointed, by the special command of King George I., to attend him to Hanover, and while there, was appointed treasurer of the navy and rear-admiral of Great Britain. In 1721, he was created a peer by the title of Viscount Torrington and Baron Byng, of Southill, in the county of Bedford, and, during the remainder of his life continued to enjoy the royal confidence and esteem in the most distinguished manner.

He died at his house in the Admiralty, of an asthma, January, 1733, in the seventieth year of his age, leaving five sons and one daughter, of whom John, the fourth son, who was bred to the sea, we shall hereafter have occasion to relate the memorable and unfortunate fate.

CHAP. XVI.

Naval History of England during the reign of King George I.

On the death of Queen Anne which happened on the 1st of August, 1714, the crown of England by the Act made in the twelfth year of the reign of King William the Third, for securing tne Protestant succession, devolved to George Lewis, Elector of Hanover, the Princess Sophia, his mother, who had died a short time before, having been daughter to the Queen of Bohemia, who was, before her marriage, the Princess Elizabeth, daughter to James the Sixth of Scotland and First of England, in whom united all hereditary claims to the crown of these realms.

On the day the queen died, a proclamation was issued (in the manner rescribed by a statute passed in the fourth year of her late majesty's reign) n which the accession of King George I. to the throne was declared, and proclamation of the same was ordered to be made through all England.

On the 17th of the same month, the Earl of Berkeley sailed with a squadron of sixteen men-of-war, and six yachts, for Holland, in order to attend his majesty, where he was joined by eight ships of the States-general, under Rear-admiral Coperen; and, to secure the coasts and the channel, Admiral Wager was sent down to Portsmouth, and Sir Thomas Hardy to Plymouth, to equip such ships as were fit for service.

His majesty arriving from Holland on the 18th of September, and making his public entry on the 20th, took the reins of government into his own hands; and very soon made some considerable alterations in the admiralty-board, displacing Thomas, earl of Stafford, Sir William Drake, John Aislabie, esq. Sir James Wishart, and Dr. John Clark, who were there on the demise of the late queen; and appointing in their stead Edward, earl of Orford, Sir George Byng, George Dodington, esq. Sir John Jennings, Sir Charles Turner, Abraham Stanyan, and George

Baillie, esqs. In the month of November, Matthew Aylmer, esq. was declared admiral and commander-in-chief of his majesty's fleet; and, soon after, Sir Charles Wager, rear-admiral of the red, was sent to relieve Sir James Wishart in the Mediterranean.

A new parliament was also summoned, and met at Westminster, March the 17th, and on the 1st of April, 1715, they came to a resolution to allow ten thousand seamen, at four pounds a month; and on the 9th of May following, granted thirty-five thousand five hundred and seventy-four pounds three shillings and sixpence for the half-pay of sea-officers; one hundred ninety-seven thousand eight hundred and ninety-six pounds seventeen shillings and sixpence, for the ordinary of the navy; and two hundred thirty-seven thousand two hundred and seventy-seven pounds for the extraordinary repairs of the navy, and rebuilding of ships. These large sums being thought necessary, because the fleet of Great Britain was at this time very much decayed; and it was foreseen, that new disputes were likely to arise, which might require fresh armaments.

Among these disputes, the most serious was that in which we were engaged with Sweden. This had begun before the queen's death, and was occasioned by the Swedish privateers taking many of our ships, which, with their cargoes, were confiscated, under a pretence that we assisted and supplied the czar and his subjects with ships, arms, ammunition, &c. The memorials upon this subject, not receiving any satisfactory answer, it was thought expedient to make use of more effectual means, viz., sending a strong squadron of men-of-war into the Baltic, the command of which was given to Sir John Norris, who was then admiral of the blue. The admiral hoisted his flag on board the Cumberland, a third-rate, having ten ships of the line in his division, and having with him Rear-admiral Sir Thomas Hardy in the Norfolk, a third-rate also, with eight ships of the line, the Mermaid frigate of thirty-two guns, and the Drake sloop, which carried sixteen. This fleet sailed from the Nore on the 18th of May, and arrived in the Sound on the 10th of June following; where, finding the Dutch squadron, a conference was held on board the Cumberland, in which it was resolved, that the combined squadron should proceed together, with the English and Dutch merchantmen under their convoy, for their respective ports.

One of the first things Sir John Norris did, was to despatch an express to the court of Stockholm, to try whether, before it was too late, they would consent to enter into a negociation for determining the disputes which had arisen between the two nations. The answer he received however, was so equivocal, that he resolved to proceed according to his instructions; and about the middle of the month of August, the Danish fleet, consisting of twenty ships of the line, with the Russian squadron, resolved to sail up the Baltic with the English and Dutch.

As the Czar of Muscovy was at this time at Copenhagen, and designed to command his own ships, it was determined that Sir John Norris should command the van-guard of the united fleet; the Czar the body of the line of battle; the Danish admiral the rear, and that the Dutch commodore, with his squadron and five British men-of-war, should proceed with the trade of both nations for their respective harbours in the Baltic. According to this resolution, on the 16th, the czar hoisted his imperial flag, as admiral, on board one of his finest ships, and was thereupon immediately saluted by Sir John Norris with a discharge of his cannon, which was followed by the Danish and Dutch; and these compliments being paid, his czarian majesty gave the signal for sailing

The Swedes, at this time under the reign of the ambitious Charles *XII.*, were possessed of a numerous fleet in good condition, but their admiral was too wise to hazard an engagement with such an overwhelming force as that of the confederate fleet; and therefore withdrew into one of their own ports, until they could receive their king's absolute orders. Notwithstanding all these preparations for action, however, nothing decisive was effected, and Sir John Norris returned to England on the 29th of November, having previously met with a violent storm, in which the August, of sixty, and the Garland of twenty-four guns, were unfortunatety lost.

In the course of this year great mischief was done to the British trade, and it was found very difficult to cope with them, because their ships were so small, and drew so little water, that our men-of-war were very seldom able to come near enough to exchange shot with them. At length, Captain Delgarno, in his majesty's ship the Hind, of twenty guns only, came up with one of their best men-of-war of twenty-four guns, and, after an obstinate engagement of two hours and a half, obliged her to strike; and, in a quarter of an hour after, she sunk, and all her crew, except thirty-eight hands, perished. This, with the loss of two of sixteen guns each, and one of eight, which were forced on shore by his majesty's ship the Bridgewater, delivered, in a great measure, the English commerce in the Mediterranean from the interruption given by these pirates.

In the month of July, 1716, his majesty went over to Holland, escorted by an English squadron, and from thence continued his journey by land to Hanover, where the disturbances in the north made his presence at that time particularly necessary; and where he continued the rest of the year, at the close of which Admiral Aylmer sailed with his squadron for Holland to escort him home.

Upon his majesty's return, a dangerous conspiracy, which had for its object, the restoration of the Stuart line to the throne of England, was denounced, and the person and papers of Count Gyllenbourg, his Swedish majesty's envoy at the British court, was seized as being concerned in the plot. Baron Goertz, who was also ambassador from the King of Sweden to the States of Holland, was, at his Britannic majesty's request, arrested there, and the papers and letters, which implicated many distinguished personages both at home and abroad, and also, it was said, fully proved the intended invasion of Scotland by the Swedish monarch, were all made public.

The parliament discovered the warmest resentment at the attempt which was thus rendered abortive, and a bill passed both houses "to authorise his majesty to prohibit all commerce with Sweden during such a time as his majesty should think it necessary for the peace and safety of his kingdom."

Orders were also issued for forming a grand squadron of twenty-one ships of the line, besides frigates, for the Baltic, the command of which was given to Sir George Byng, and immediately after he had sailed, his majesty was prevailed upon to send a message to the house to this effect: "That being desirous to secure his kingdoms against the dangers with which they were threatened by Sweden, he hoped they (the parliament) would enable him to make good such engagements as might ease his people of all future charge and apprehensions upon this account.

This occasioned warm debates in the house. The demanding a sum without specifying the purposes to which it was to be appropriated was considered unparliamentary, and a proposal to grant his majesty a sum not exceeding two hundred and fifty thousand pounds was carried by a majority of only four voices, the yeas being one hundred and fifty-three, noes one hundred and forty-nine.

The next morning Lord Townshend received notice that his majesty had no farther occasion for his services as lord lieutenant of Ireland, and this was immediately followed by the resignation of Mr. Walpole, first commissioner of the treasury, Mr. Methuen, secretary of state, Mr. Pulteney, secretary at war, and Edward Russel Earl of Orford, who was at that time first lord of the admiralty, the last of which occasioned a total change in that board, James, Earl of Berkeley, Matthew Aylmer, esq., Sir George Byng, James Cockburn, and William Chetwind. esqrs. being made lords commissioners of the admiralty.

The expedition to the Baltic, however, terminated without effecting any thing beyond keeping the Swedish fleet in their own ports, and protecting our trade; though, to quiet the minds of the English people, and prevent their being led away by a report that had gained ground that this fleet was not really intended for the honour and service of Great Britain, the following account which kept up at least the appearance of fighting was published in the gazette.

Admiralty-office, June 28.

"Captain Lestock of the Panther, who commands the ships appointed by Sir George Byng to cruize off Gottenburgh, gives an account by his letter, dated the 13th of last month, that on the 27th of April he sailed out of Marde in Norway, and three days after took a Swedish privateer-dogger of six guns and seventy-two men, commanded by one St. Leger, the person who some time since seized one of our packet-boats. That the same afternoon he retook a Dutch hoy, which had been taken the day before by a Swedish ship of ten guns; and on the 1st of May, in the afternoon, he met and took the privateer into whose hands the hoy had fallen; all which prizes were carried into Arundel; and that, on the 9th at night, the Strafford retook a Dutch fly-boat. By another letter from Captain Lestock, dated the 26th of May, he gave an account, that his majesty's ship the Severn had taken a pirate, and re-taken a Dutch fly-boat; that the Chatham had taken two Swedish privateers; and that, on the 15th of the said month of May, our ships took a Swedish brigantine of eight guns and twenty-six men."

In the mean time, however, things seemed tending to a reconciliation in the north, through the interposition of the Duke of Orleans then regent of France. It was agreed that Count Gyllenbourg should he exchanged for Mr. Jackson, the English minister, who was detained at Stockholm, and that Baron Goertz should be released from his confinement in Holland, the regent, at the same time disavowing for his Swedish majesty, all intention of disturbing his Britannic majesty's dominions, and promising a strict enquiry into the conduct of his ministers, whom he undertook to punish should they be found guilty.

While these transactions were passing our ministry were occupied in devising means of totally suppressing the pirates in the West Indies, whose enormities had risen to a great height since the close of the last war. A proclamation was therefore issued, dated the 5th of September, 1717, in which his majesty promised pardon to any Englishmen who should surrender before the 5th of September following for piracies committed previous to the 5th of January preceding in the West Indies, and after the said 5th of September any of his majesty's officers who should take a pirate, to have upon his conviction, for a captain, one hundred pounds, from a lieutenant down to a gunner, forty pounds, an inferior officer thirty pounds, and for every private man twenty pounds.

To give effect to this proclamation, Captain Wood Rogers, having been appointed governor of the Bahama islands, sailed on the 11th of April, and after a short passage arrived at Providence, the seat of his government and took possession of the town and fort of Nassau, the inhabitants receiving him with inexpressible joy. Having formed a council, raised a militia, and taken every precaution to secure the purpose for which he was sent over, Governor Rogers soon had the satisfaction of receiving the submission of most of the pirates, and many who had at first refused the mercy offered, found themselves ruined in their trade, and compelled to be honest, so that by the 1st of July 1719, to which date the king's proclamation had been extended, there were not above four or five pirate-vessels, which continued their depredations, and two of them being soon after captured and their crews executed, this herd of wretches who had for so many years been the terror of our merchant-men, and had committed so many barbarities, that even slavery among the Turks was considered preferable to falling into their hands, were at length dispersed and security restored to the islands, which had long submitted to their tyranny and extortions.

The troubles in the North of Europe still continued, during the whole of the year 1717, to occupy the attention of the English ministry, but this was not the only affair of consequence that employed them, for a growing dissatisfaction on the part of Spain was now becoming apparent, and by accidents which no human policy could foresee, our efforts to secure the general tranquillity by the famous quadruple alliance, proved the cause of a war with the former nation, and the source of all the troubles which for a long period after convulsed all Europe.

In the spring of 1718 a great number of large ships were put into requisition, and on the 15th of June, Admiral Sir George Byng sailed from Spithead with a large squadron, and on the 30th of the same month arrived off Cape St. Vincent, from whence he dispatched the Superbe man-of-war to Cadiz, with an official messenger to Colonel Stanhope, the king's envoy at Madrid, desiring him to inform the King of Spain of the arrival of the English fleet on its way to the Mediterranean, and the purpose for which it was intended there, at the same time strongly enforcing his Britannic majesty's desire of preserving peace between Spain and

England, and his wish of promoting the interest of the former country. He therefore hoped his Catholic majesty would consent to withdraw his troops from the Emperor's dominions in Italy, and not oblige the English squadron to take an active part in defending the territories attached.

The answer to this was written by the Spanish minister, Cardinal Alberoni, in the following words :—

"His Catholic majesty has done me the honour to tell me that the Chevalier Byng may execute the orders which he has from the king his master."

Admiral Byng, therefore, pursued his voyage, and arrived on the 1st of August, in the bay of Naples, where he took on board two thousand German troops, intended for the relief of Messina, before the citadel of which the Spanish army were now encamped. On the 9th of the same month the fleet arrived in sight of the Faro de Messina. Here the English admiral again endeavoured to accommodate matters, and proposed a cessation of arms to the Spanish general, the Marquis de Lede, which was rejected, and therefore, upon receiving the marquis's answer, he immediately weighed, with an intention to come with his squadron before Messina, in order to encourage and support the garrison and the citadel; but as he stood in about the point of the Faro, toward Messina, he saw two of the Spanish scouts in the Faro; and being informed by a felucca that came off from the Calabrian shore, that they saw from the hils the Spanish fleet lying by, the admiral altered his design, and sending away General Wetzel with the German troops to Reggio, under the convoy of two men-of-war, he stood through the Faro with his squadron, with all the sail he could, after their scouts, imagining they would lead him to their fleet, which accordingly they did. About noon he had a fair sight of the whole fleet, drawn into a line of battle, consisting of twenty-seven sail of men-of-war, small and great, besides two fire-ships, four bomb-vessels, seven gallies, and several ships laden with stores and provisions, commanded by the Admiral Don Antonio de Casteneta, and under him four rear-admirals, Chacon, Mari, Guevara, and Cammock; on the sight of the English squadron they stood away, but in good order of battle.

The admiral followed them all the rest of that day and the succeeding night; and the next morning early, the 11th, the English having gotten pretty near them, the Marquis de Mari, rear-admiral, with six Spanish men-of-war, and all the gallies, fire-ships, bomb-vessels, and store-ships, separated from their main fleet, and stood in for the Sicilian shore; upon which the admiral detached Captain Walton in the Canterbury, with five more ships after them; and the Argyle fired a shot to bring her to, but she not minding it, the Argyle fired a second, and the Canterbury, being a little nearer, fired a third; upon which the Spanish ship fired a stern-chace at the Canterbury, and then the engagement began.

The admiral pursuing the main body of the Spanish fleet, the Orford, Captain Falkingham, and the Grafton, Captain Haddock, came up first with them, about ten of the clock; the Orford attacked the Santa Rosa, of sixty-four guns, and took her. The St. Carlos, of sixty guns, struck next, without much opposition, to the Kent, captain Matthews. The Grafton attacked warmly the Prince of Asturias, of seventy guns, formerly called the Cumberland, in which was Rear-admiral Chacon; but the Breda and Captain coming up, Captain Haddock left that ship, much shattered, for them to take, and stretched a-head after another ship of sixty guns, which had kept firing on his starboard bow during his engagement with the Prince of Asturias. About one o'clock the Kent, and soon after the Superbe, Captain Master, came up with, and engaged the Spanish admiral of seventy-four guns, who, with two ships more, fired on them, and made a running fight till about three; and then the Kent, bearing down under his stern gave him her broadside, and fell to leeward afterwards; the Superbe, putting forward to lay the admiral a-board, fell on his weather quarter; upon which, the Spanish admiral shifting his helm, the Superbe ranged under his lee-quarter; on which he struck to her. At the same time the Barfleur, in which was the admiral, being a-stern of the Spanish admiral, within shot, and inclining on his weather-quarter, Rear-admiral Guevara, and another sixty-gun ship, which were to windward, bore down upon him, and gave him their broad-sides, and then clapped upon a wind, standing in for land. The admiral immediately tacked and stood after them until it was almost night, but it being little wind, and they hauling away out of his reach, he left pursuing them, and stood in to the fleet, which he joined two hours after night.

The Essex took the Juno of thiry-six guns, the Montague and Rupert took the Volante of forty-four guns, and Rear-admiral Delaval, in the Dorsetshire, took the Isabella, of sixty guns. The action happened off Cape Passaro, at about six leagues distance from the shore. The English received but little damage: the ship that suffered most was the Grafton, which being a good sailer, her captain engaged several ships of the enemy always pursuing the headmost, and leaving those ships he had disabled or damaged to be taken by those that followed him. The admiral lay by some days at sea to refit the rigging of his ships, and to repair the damages which the prizes had sustained; and on the 18th, received a letter from

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NAVAL HISTORY OF GREAT BRITAIN.

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Captain Walton, who had been sent in pursuit of the Spanish ships that escaped.

This letter is so singular and characteristic, that it would be doing great injustice to its writer not to preserve it here. It is as follows:

"Sir,

"We have taken and destroyed all the Spanish ships and vessels which were upon the coast, the number as per margin.

"I am, &c.

"G. Walton."

Canterbury, off Syracusa,
Aug. 16, 1718.

The ships which Captain Walton thus unostentatiously thrust into a margin, and the capture of which he seems to have considered so much a matter of course, as not to require any particular detail, were four men-of-war, one of sixty guns, commanded by Rear-admiral Mari, one of fifty-four, one of forty, and one of twenty-four guns, with a bomb vessel, and a ship laden with arms, all captured, and four men-of-war, one of fifty-four, two of forty, and one of thirty guns, with a fire-ship and a bomb-vessel, burnt and destroyed.

As soon as Admiral Byng had obtained a full account of the whole transaction, he despatched his eldest son to England, who, arriving at Hampton-court in fifteen days from Naples, brought thither the agreeable confirmation of what public fame had before reported, and upon which the king had already written a letter to the admiral with his own hand. Mr. Byng met with a most gracious reception from his majesty, who made him a handsome present, and sent him back with plenipotentiary powers to his father, to negociate with the several princes and states of Italy as there should be occasion, and with his royal grant, to the officers and seamen, of all prizes taken by them from the Spaniards.

The admiral, in the mean time, procured the emperor's troops free access into the fortresses that were still held out in Sicily; sailed afterwards to Malta, and brought out the Sicilian gallies, under the command of the Marquis de Riveroles, and a ship belonging to the Turkey company; and then sailed back again to Naples, where he arrived on the 2nd of November; and soon after received a gracious letter from the Emperor Charles VI. written with his own hand, accompanied with a picture of his imperial majesty, set round with very large diamonds, as a mark of the grateful sense he had of the signal services rendered by his excellency to the house of Austria.

On the 17th of December, 1718, a declaration of war against Spain, was published in form; and early in the spring, our court received certain intelligence of the design of that country to send a large body of troops, under the command of the Duke of Ormond, to invade the west of England; and in consequence a fleet was fitted out with so much expedition, that on the 5th of April Sir John Norris sailed from Spithead to the westward with nine men-of-war, and on the 29th, the Earl of Berkeley sailed from St. Helen's, to join him; a proclamation was also issued, offering a reward of five thousand pounds to any person who should apprehend James Butler, late Duke of Ormond; and soon after, information was received that the latter, having under his command five men of war, and about forty transports, having on board upwards of five thousand men, a great quantity of ammunition, spare arms, and one million of pieces of eight, had sailed from Cadiz on the 23rd of February, but on the 28th of that month, about fifty leagues to the westward of Cape Finisterre, met with a violent storm which lasted forty-eight hours, and entirely dispersed them.

A small part of this embarkation, consisting of three frigates and five transports, having on board the earls of Morishal and Seaforth, and the Marquis of Tulliberdine, (who were all in the service of the Pretender) with about four hundred men, mostly Spaniards, reached the shore of Scotland, and landed at the shire of Ross, where they were joined by about sixteen hundred Scots, and had instructions to wait the arrival of Ormond in England.

The dispersion of the Spanish fleet, however, disappointed all their designs; and the Highland troops being soon after defeated at Glenshiel, the Spaniards surrendered at discretion, and the whole attempt was completely quashed.

England and France were now in such close connection, that the Regent of the latter kingdom declared war against his cousin, the King of Spain: and though their greatest general, Marshal Villars, refused from a scruple of honor to lead an army against a grand-son of France, other officers were found not so scrupulous, and Marshal Berwick accepted the command of the army, which was appointed to invade the territories of the King of Spain, in order to force that monarch to accept such conditions as were thought requisite for restoring the tranquility of Europe.

Much doubt was at this time entertained as to the sincerity of the French, but it was soon undeniably proved: for in the month of April, the Marquis de Silly advanced as far as Port Passage, where he found six men-of-war upon the stocks, which he burned, together with timber, masts, and naval stores, to the value of half a million sterling; and soon after, the Marshal Berwick besieged Fontarabia, both which actions placed, beyond, a doubt, the intention of the French to prosecute the war with vigour.

In the mean time, our admiral, Sir George Byng, was distressing the Spaniards effectually in the Mediterranean, having early in the spring sailed from Port Mahon to Naples, he there adjusted every thing for the reduction of Sicily, in which he acted with such zeal, that not only the imperial army was transported into the island, but so well supplied with all things necessary from our fleet, which at the same time attended and disturbed all the motions of the enemy's army, that it may be truly said, the success of that expedition was as much owing to the English admiral, as to the German general; and that the English fleet did no less service than the army.

The imperialists having taken the city of Messina, on the 8th of August, 1719, the admiral landed a body of English grenadiers, who very quickly made themselves masters of the tower of Faro, by which, having opened a free passage for the ships, he came to an anchor in Paradise-road; and this being perceived by the officers of the Spanish men-of-war in the mole, who began to despair of getting out to sea, they unbent their sails, and unrigged their ships, and resolved to wait their fate, which they knew must be the same with that of the citadel; and left Admiral Byng at liberty to employ his ships in other services, which had been for a long time employed in blocking up that port.

Upon the surrender of the citadel, a dispute arose among the allies as to the dispositions of the Spanish ships. The king of Sardinia's general Signior Scrampi, claimed two sixty gun ships and one sixty-four, which had been taken from his master by the Spaniards, in the port of Paleno; and then Count de Merci put in his claim for the Emperor of Germany, alleging, that the ships being found in the port of a city captured by his master's arms, they, according to the law of nations, belonged to him. To these arguments, Sir George Byng replied, that but for the two English squadrons, which had blocked up the port, the Spaniards would have been able to escape to sea, where he should have had a chance of meeting and capturing them, but as a dispute as to their possession might at that critical conjuncture have given rise to very unpleasant consequences, he proposed to the count de Merci to destroy them all as they lay in the bason, which after some reluctance, was agreed on, and the naval power of Spain thus completely ruined.

In return for the Spaniard's attempt at invasion of England, a secret design was formed, of sendin a fleet and army to the coast of Spain; and accordingly on the 21st of September, 1719, Vice-admiral Mighels, with a strong squadron, and having on board about six thousand troops, commanded by Lord-viscount Cobham, sailed for Vigo, where they arrived on the 29th of the same month; and the grenadiers being immediately landed about three miles from the town, drew up on the beach; some peasants fired from the mountains at a great distance, but without any execution. Lord Cobham went a-shore with the grenadiers, and the regiments followed as fast as the boats could carry them.

On the 1st of October, his lordship moved, with the forces, near the town, and encamped at a strong post, with the left to the sea, and the right extended towards the mountains. This motion of the army gave the enemy some apprehensions, that preparations were making to attack them; whereupon they set fire to the carriages of the cannon of the town, nailed those cannon, abandoning the town to the care of the magistrates and inhabitants, retired with the regular troops into the citadel; whereupon the Lord Cobham sent to summon the town to surrender, which the magistrates made no difficulty of doing; and the same night his lordship ordered Brigadier Honywood, with eight hundred men, to take post in the town, and Fort St. Sebastian, which the enemy abandoned.

On the 3d a bomb-vessel began to bombard the citadel, but with little execution, by reason of the great distance. That evening the large mortars and the cohorn mortars were landed at the town; between forty and fifty of them, great and small, placed on a battery under cover of Fort St. Sebastian, began in the night to play upon the citadel, and continued it for four days with great success. The fourth day his lordship ordered the battering cannon to be landed, and, with some others found in the town, to be placed on the battery of Fort St. Sebastian. At the same time his lordship sent the governor a summons to surrender, signifying, that, if he staid till our battery of cannon was ready, he should have no quarter. Colonel Loginier was sent with this message, but found the governor Don Joseph de los Cereos had the day before been carried out of the castle wounded; the lieutenant-colonel, who commanded in his absence, desired leave and time to send to the Marquis de Risburg at Tuy for his directions; but, being told the hostilities should be continued if they did not send their capitulation without any delay, they soon complied."

On the 10th of the same month, in the morning, the garrison marched out, consisting of four hundred and sixty-nine men, officers included, having had above three hundred killed or wounded by our bombs. The place, it is said, cost us but two officers, and three or four men killed.

There were in the town about sixty pieces of large iron cannon, which the enemy nailed and damaged as much as their time would permit; and in the citadel were forty three pieces, of which fifteen were brass, and two large mortars, besides above two thousand barrels of powder, and several chests of arms, amounting in the whole to about eight thousand musquets, all which stores and brass ordnance were lodged there from on board the ships that were to have visited Great Britain in the preceding spring, and the very troops that gave up Vigo were part also of those corps which were to have been employed in that expedition; seven ships were seized in the harbour, three of which were fitting up for privateers, one of which was to carry twenty-four guns; the rest were trading vessels.

On the 14th of the same month, the town of Ponte Vedra, surrendered to Major-general Wade, whom Lord Cobham had despatched with a thousand men against it, and on the 23d, the major-general returned with the booty taken there, and his troops to Vigo, when Lord Cobham finding it impossible to maintain his ground in Spain, re-embarked his forces, and all the cannon, &c. which he had taken, and sailed for England where he arrived on the 11th of November.

In the beginning of the month of February 1720, the king of Spain acceded to the quadruple alliance, and a cessation of arms accordingly followed. About the same time also a treaty of friendship and alliance was concluded between Great Britain and Sweden, and we were then at peace with the whole world; but the Czar of Muscovy, still remaining at war with our new ally Sweden, and having entered into measures that were calculated to overthrow the balance of power in the North, it was resolved by our court to send a British fleet into the Baltic, under the command Sir John Norris, which eventually had the good effect of intimidating the Czar, and induced him to listen to proposals for a peace between him and the crown of Sweden, which was accordingly signed at Nienstadt, on the 31st of August, 1721.

In the following year 1722, the pirates in the West Indies, who had formerly received so considerable a check from the vigorous exertions of Governor Rogers, had again attained a formidable height, and greatly distressed our merchant trade; in consequence of which, orders were sent to the different captains who were then cruizing on the coast of Guinea, and in the West Indies, to exert their utmost diligence in putting a stop to the barbarities and depredations of these enemies of mankind.

Captain Ogle, who was then in the Swallow, and was cruizing off Cape Lopez, received intelligence of Roberts's being not far from him, and in

f this he went immediately in search of him, and soon after
rates in a very convenient bay, where the largest and the
n the heel scrubbing. Captain Ogle taking in his
lying at a distance, Roberts took him for a mer-
ly ordered his consort Skyrm to slip his cable,
tain Ogle crowded all the sail he could to de-
stance, that his consorts might not hear the guns,
acked, run out his lower tier, and gave the pirate a
which their captain was killed; and the crew, after a
gement, which lasted about an hour and a half, surrendered.
n Ogle returned then to the bay, hoisting the king's colours, under
e pirate's black flag with a death's head in it. This prudent stratagem had the desired effect; for the pirates, seeing the black flag uppermost, concluded the king's ship had been taken, and came out full of joy to congratulate their consort on the victory. They were, however, soon undeceived, and though Roberts fought with the utmost bravery for nearly two hours, yet being at last killed, the courage of his men immediately sunk, and both ships yielded. Captain Ogle carried these three prizes, with about one hundred and sixty men that were taken in them, to Cape coast-castle, where they were instantly brought to their trials. Seventy-four were executed, and most of them hung in chains in several places, in order to strike a terror in that part of the world.

On the 28th of August, in this year (1722) the island of Jamaica was visited by a dreadful hurricane, of which the following remarkable and curious account was transmitted by an eye-witness to his correspondent in England.

"Since my last to you, the affairs of this island are altered infinitely for the worse; this change has been made by a most terrible storm, which happend the 28th of August last; the damage which Jamaica has suffered by it is too great to be easily repaired again. Abundance of people have lost their lives by it in one part or other of this island; some of them were dashed in pieces by the sudden fall of their houses; but the much greater part were swept away by a terrible inundation of the sea, which being raised by the violence of the wind to a much greater height than was ever known before, in many parts of the island broke over its ancient bounds, and of a sudden overflowed a large tract of land, carrying away with an irresistible force, men, cattle, houses, and, in short, every thing that stood in its way.

"In this last calamity, the unfortunate town of Port Royal has had, at least, its full share. And here I confess myself at a loss for words to give a just description of the horror of that scene that we, the afflicted inhabitants, saw before our eyes. When the terror of the sea broke in upon us from all quarters with an impetuous force, conspired with the violence of the wind to cut off all hopes of safety from us, and we had no other choice before us, but that dismal one of perishing in the waters if we fled out of our houses, or of being buried under the ruins if we continued in them. In this fearful suspense we were held for several hours, for the violence of the storm began about eight in the morning, and did not sensibly abate till between twelve and one, within which space of time, the wind and sea together demolished a considerable part of the town, laid the churches even with the ground, destroyed above one hundred and twenty white inhabitants, and one hundred and fifty slaves, besides ruining almost all the storehouses in the town, together with all the goods that were in them, which amounted to a considerable value.

"We had at Port Royal two very formidable enemies to encounter at the same time, viz. the wind and the sea; the situation of the place, it being at all times surrounded with the sea, rendering it more exposed than other places, to the fury of that boisterous element; our defence against the sea, consists in a great wall, round all along on the eastern shore of the town, the side upon which we apprehend most danger. This wall is raised about nine feet above the surface of the water, and may be about six or seven feet broad. And for these twenty years past (for so long the wall has been built) it has proved a sufficient security to the town. But, in this fatal storm, the sea scorned to be restrained by so mean a bulwark; for the wind having, as I observed before, raised it very much above ordinary height; it broke over the wall with such a force, as nothing was able to withstand. Two or three rows of houses that were next to the wall, and ran parallel with it, were entirely taken away, among which was the church, a handsome building, and very strong, which was so perfectly demolished, that scarce one brick was left upon another.

"A considerable part of the wall of the castle was thrown down, notwithstanding its being of a prodigious thickness, and founded altogether upon a rock, and the whole fort was in the utmost danger of being lost, the sea breaking quite over the walls of it, though they are reckoned to stand thirty feet above the water. This information I had from the captain of the fort, and other officers, that were in it during the storm, who all told me, that they expected every minute to have the fort washed away, and gave up themselves and the whole garrison for lost. In the highest streets in the town, and those that are most remote from the sea, the water rose to between five and six feet; and at the same time the current was so rapid, that it was scarce possible for the strongest person to keep his legs, or to prevent himself from being carried away by it. In these circumstances we were obliged to betake ourselves to our chambers and upper rooms, where yet we ran the utmost hazard of perishing by the fall of our houses, which trembled and shook over our heads to a degree that is scarcely credible. The roofs were, for the most part, carried off by the violence of the wind, and particularly in the house to which mine and several other families had betaken ourselves, the gable end was beaten in with such a force, that a large parcel of bricks fell through the garret floor into the chamber where we were, and had they fallen upon any of us, must infallibly have beaten out our brains; but God was pleased to order it so, that not a soul received any hurt.

"There was, the morning on which the storm happened, a good fleet of ships riding in the harbour of Port Royal, most of which had taken in their full freight, and were to have proceeded home in a few days, had they not been prevented by this terrible storm, which left but one vessel in the harbour, besides four sail of men-of-war, all of which had their masts and rigging blown away, and the ships themselves, though in as secure a harbour as any in the whole West Indies, were as near to destruction as it was possible to be, and escape it. But the most sensible proof of the unaccountable force of the wind and sea together, was the vast quantity of stones that were thrown over the town wall, which, as I observed before, stands nine feet above the surface of the water, and yet such a prodigious number were forced over it, that almost an hundred negroes were employed for near six weeks together to throw them back again into the sea, and some of those stones were so vastly big, that it was as much as nine or ten men could do to heave them back again over the wall.

"I am sensible this part of the relation will seem a little strange; but yet I doubt not of obtaining your belief, when I affirm it to you of my own knowledge for a certain truth.

"But Port Royal was not the only place that suffered in the storm; at Kingston also great damage was done; abundance of houses were blown quite down, and many more were so miserably broken and shattered, as to be little better than none; abundance of rich goods were spoiled by the rain, the warehouses being either blown down or uncovered. But they had only one enemy to encounter, viz. the wind, and were not prevented by the sea from forsaking their falling house, and betaking themselves to the savannahs or open fields, where they were obliged to throw themselves all along upon the ground, to prevent their being blown away; and yet, even in Kingston, some persons were killed, amongst whom was a very worthy gentlewoman, the wife of the Reverend Mr. May, minister of the town, and the bishop of London's commissary; she was killed by the fall of their house, as she lay with her husband under a large table, who had also the misfortune of having his own leg broke. All the vessels that rode in the harbour of Kingston, which were between forty and fifty sail, were either driven on shore or overset and sunk. Abundance of the men and goods were lost, and one could not forbear being surprised to see large ships, with all their heavy lading in them, thrown quite up upon the dry land; and nothing could afford a more dismal prospect than the harbour did the next day, which was covered with nothing but wrecks and dead bodies.

At Spanish Town nobody, indeed, was killed, but a great many had narrow escapes, some families having scarce quitted their houses before they fell down flat at once, without giving any warning. The king's house stands, indeed, but it is all uncovered, and the stables, coach-houses, &c. are quite demolished. The river near to which the town is situated, swelled to such a degree as was never before known; and I was assured by the minister of the place, (Mr. Scott) rose full forty feet perpendicular above the ordinary mark, and did incredible damage to the estates that lay bordering upon it. From other parts of the country we had very melancholy accounts of the great losses they had sustained, and particularly at Old Harbour, a village built a little distance from that shore, the sea made such haste to devour, as most unexpectedly to intercept many poor creatures before they had time to make their escape, and almost forty poor souls perished all together in one house; and whilst they only sought security from the wind, exposed themselves to be destroyed by the sea, from whence, when they first fled, they apprehended no danger. In Clarendon and Vere parishes great mischief was done; in the latter the minister, Mr. White, had his leg broke by the fall of the house where he was, not to mention several persons that were killed outright.

" But I should quite tire out your patience, should I undertake to give you a particular account of the damages that were done by the storm in all parts of the island. It shall therefore suffice to say, that the damage which the trading part of the island has sustained, by the loss of their shipping and goods, is not to be valued; and, on the other hand, it is impossible to say how deeply the planting interest has shared in this common calamity, by the loss of dwelling houses and sugar works, and many other ways.

And, in short, had the fury of the storm lasted much longer, the whole island must have been one general wreck, and nothing but final and universal ruin could have ensued."

Though England was now at peace with the whole world, the intrigues of the courts of Vienna and Madrid, together with the ambitious views of the Czarina Catherine, dowager of the Czar, Peter the Great, rendered it necessary that our naval force should be kept up, by which alone we could hope to awe those powers, and oblige them to preserve unbroken, the general tranquility. With this view, it was considered requisite in the beginning of the year 1726, to send a strong squadron into the Baltic, another to the coast of Spain, to prevent the Spanish monarch in the scheme which it was believed he had formed of getting Gibraltar into his possession; and as the execution of the designs formed by the allies at Vienna, depended entirely on their receiving the supplies that were expected from the Spanish West Indies, the English ministry formed the bold design of disappointing them at one blow, by sending a third squadron to block up the galleons, before they could leave their port. A squadron was accordingly ordered to be equipped for that purpose, the command of which was given to Francis Hosier, Esq., rear-admiral of the blue, who sailed from Plymouth on the 9th of April, 1726; and though he had a very quick passage, yet the Spaniards had previous notice of his design, by an advice-boat from Cadiz, so that before he reached the Bastimentos, the treasure, which that year consisted of about six millions and a half sterling, was taken out of the gallions, and carried back to Panama, on the other side of the Isthmus. On the 6th of June, Vice-admiral Hosier anchored within sight of Porto Bello; upon which the governor sent to know his demands. The vice-admiral answered, that he waited for the Royal George, a large South-sea ship, then in the harbour, which had disposed of all her cargo, and had a very large sum of money on board. The Spaniards, in hopes of getting rid of so troublesome a guest, hastened her away.

But Admiral Hosier still continued before the place, and though his remaining there three weeks at that advanced period of the season, would have fully answered the purpose for which he was sent out in preventing the galleons from sailing until the next year, yet to the eternal disgrace of those who concerted and directed this ill-fated expedition, he was suffered to remain there six months, his men dying daily from the pestilential influence of the climate, and his ships rotting to pieces with the worms that infest those seas, until the mighty squadron, which, at its first arrival, had struck terror into the Spaniards, now became the object of their derision, and a standing disgrace to England.

Having lost nearly all his men, and being otherwise in a wretched condition, the unfortunate Admiral Hosier, a little before Christmas, quitted Porto Bello, and stood over to Jamaica, where, very opportunely, there were, at that period, a great many seamen out of employment, so that in two months' time his squadron was once more manned, and in a condition to put to sea, which he accordingly did, and stood over to Carthagena, but the Spaniards having had time to prepare for defence, he could effect nothing, and therefore continued to cruize in those seas (taking a few Spanish prizes, in reprisal of which the Spaniards seized on the Prince Frederic, a British ship belonging to the South-sea Company, with all the effects of the latter, at La Vera Cruz) until the death of the unfortunate admiral, which happened on the 23d of August, 1727. It was on this occasion that the popular ballad of "Admiral Hosier's Ghost" was written.

Towards the close of the year, the Spaniards carried into effect their design of attacking the fortress of Gibraltar; their army under Count de las Torres appearing before that place, in consequence of which Admiral Sir Charles Wager was despatched to join Rear-admiral Hopson, and proceeded with him to the relief of the garrison, which they happily effected.

In the spring of the following year, Sir John Norris sailed with a fleet into the Baltic, in order to awe the Czarina, who was again meditating an attack upon Sweden; but before the consequences of this expedition could be known, an important change took place in the government of Great Britain, by the death of his Majesty, George I. who departed this life while on a visit to his German dominions, at his brother's palace, in the city of Osnaburg, on the 11th of June, 1727.

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CHAPTER XVII.

Naval History of England during the Reign of GEORGE II.

AT the accession of King George II. the European powers were ostensibly at peace, but some of them were so little satisfied with the terms to which necessity had compelled them to accede, that a war, at no very distant period, was easily foreseen.

The king in his first speech to parliament, which met on the 23rd of January, 1728, said that a congress would soon be called, in which he hoped the peace of Europe would be effectually secured; but at the same time, to prevent the effects of a sudden rupture, it was necessary to continue the preparations for war.

The congress accordingly met at Soissons, but nothing decisive was agreed on. Peace with England was become a matter of no moment to Spain, who had strengthened her hands by a double marriage with Portugal, and had secretly allied herself with France; and she therefore continued her depredations on our commerce in the West Indies, while our fleet lay there inactive, our ships rotting, and the brave sailors perishing by disease so fast, that the squadron lost all their crews twice over, while on that station.

It was in vain, however, that our merchants and traders, in their petitions, represented the injuries they received from the Spaniards, and produced evidence of the inhumanity with which the latter treated the crews which unfortunately fell into their hands. Such was the supineness or pusillanimity of the British ministry at this period, that nothing beyond memorializing the Spanish government, was done for their relief.

On the 2nd of March 1731, several masters and sailors of merchant ships, which had been taken by the Spanish Guarda-Costas, appeared at the bar of the House of Commons, to complain of the cruel treatment they had met with. One named Jenkins, held in his hand one of his ears, which had been torn from his head by these barbarians, who had also otherwise tortured him in a most horrid manner, and insulted him by declaring they would do the same to the king his master, if they had him. Being asked by one of the members, what were his thoughts while in the hands of those wretches, this brave and pious man replied, "I recommended my soul to God, and my cause to my country."

Our government, however, still continued to complain and memorialize, and the Spaniards of course to grow more and more audacious and insulting. In the year 1735, they insisted that we had no right to gather salt on the island of Fortigas, or cut logwood in the bay of Campeachy; and under pretence of searching for contraband goods, their Guarda Costas stopped and plundered every English vessel, some of which they even confiscated, and threw their crews into prison. The people of England now, as might be expected, lost all patience, and the minister, Sir Robert Walpole, was besieged with petitions and remonstrances, but it was not consistent with his or his friend's interest to go to war with Spain; and accordingly, he endeavoured to pacify the nation by patching up a convention with Spain, by which it was agreed that the disputes between the two nations should be settled by two plenipotentiaries. This measure, however, was far from satisfying the English nation, and was severely censured in both houses of parliament. War, indeed, was now inevitable, and both countries began to make vigorous preparations for it. The court of Spain in this year 1739, revived its ancient alliance with France, by a marriage between Madame de France, and the Infant don Philip, and the French ministry openly declared their intention to espouse the cause of Spain. On the 20th of June, Vice-admiral Vernon sailed for the West Indies with nine men-of-war. This gentleman, in the debate concerning the Spanish depredations in the West Indies, had affirmed that he could take Porto Bello with six men-of-war. His offer was echoed by the members in the opposition, and the minister embraced this opportunity of removing a troublesome opponent in the house of commons; and, as it was generally imagined, not without hopes, that the admiral might disgrace himself and his party, by not succeeding in the adventure.

On the 23rd day of October, Great Britain declared war against Spain, and in the same month, intelligence was received that Admiral Haddock had taken two rich ships from the Caraccas, having on board two thousand pieces of eight. He was soon after joined by Admiral Balchin, with six ships of the line.

Vice-admiral Vernon arrived at Jamaica the 23d of October, the day on which war was proclaimed in England. On his arrival off Port Royal in that island, he had the satisfaction to see the Diamond man-of-war standing into the harbour with two Spanish vessels in tow, one of which was a register ship with one hundred and twenty thousand pieces of eight, and clothing for six thousand men, on board.

The admiral sailed from Jamaica on the 5th day of the month of November, with six ships of war. Having met with contrary winds, he did not come in sight of Porto Bello till the 20th in the evening. Porto Bello is a town in the Spanish West Indies, situated on the north coast of the Isthmus of Darien. The town stands at the bottom of a small bay, defended by a castle and two forts, one of which called the Iron-fort, is situated on the north side of the mouth of the harbour, and the other, St. Jeronimo, near the town with a battery facing the entrance into the bay. The castle, called Gloria, stands on the west side of the town.

On the 21st, in the morning, the admiral weighed and plied to windward in line of battle. The ships entered the bay in the following order, viz. The Hampton Court, Capt. Watson; Norwich, Capt. Herbert; Worcester, Capt. Main; Burford, Vice-admiral Vernon; Strafford, Captain Trevor; Louisa, Captain Waterhouse. Orders had been given for a general attack; but the wind coming to the eastward, the admiral was miral was obliged to confine his attack to the Iron Fort, close to which the squadron was piloted by Captain Rentone. When the Hampton Court came within about a cable's length of the fort, she was suddenly becalmed by the high land to windward, and, before she could bring her guns to bear, was exposed to a smart fire from the enemy. But she was soon in a situation to return the salute, after having dropped her anchor; and in the space of twenty-five minutes is said to have fired four hundred balls. The Norwich and the Worcester were not long before they came up, and fired upon the court with great alacrity. These were followed by the Burford, on board of which was the admiral, who perceiving that the Spaniards began to fly from several parts of the fort, made a signal for landing; while he luffed up as near the port as possible, and, by means of his small arms, drove the garrison from the lower battery. As the boats full of sailors and marines passed the admiral, he called to them to land immediately under the walls of the fort, though there was no breach made. The sailors were no sooner on shore than they scaled the wall, and, pulling up the soldiers after them, struck the Spanish colours in the lowery battery, and hoisted an English ensign. The garrison, in the upper part of the fort, perceiving this, hoisted a white flag, and surrendered at discretion. The garrison of this fort consisted of three hundred men, out of which, at the time of surrender, there remained only thirty-five privates and five officers.

On the morning of the 22d the Gloria Castle hoisted a white flag, and immediately sent a boat with a flag of truce, with terms on which they wished to capitulate; in answer to these the admiral returned other articles, which they accepted, and the British troops took immediate possession of the Gloria and St. Jeronime forts.

There were at this time in the harbour of Porto Bello two Spanish Guarda Costas, of twenty guns each, and an armed snow, the crews of which, basely taking advantage of the confusion of their countrymen, plundered the town in the night, and committed the most violent outrages on the inhabitants. On the contrary, the English seamen and soldiers behaved with the greatest decency and humanity, and as a reward for their good conduct, the admiral distributed among them ten thousand dollars, which had opportunely arrived to pay the Spanish troops. Having taken on board all the brass cannon and ammunition found in the forts, and demolished, with the aid of one hundred and twenty-two barrels of Spanish gunpowder, all the fortifications, the admiral sailed, on the 13th of December, for Jamaica, having been previously joined by the Diamond, Captain Knowles; the Windsor, Captain Berkeley; and the Augusta Captain Reddish, and on the 28th, being off Carthagena, he despatched Captain Rentone in the Spanish ship, the Triumph, to England, with the news of his success.

Nothing could exceed the joy with which the intelligence of this victory was received by the English nation, who thus saw their most sanguine hopes realized, and the insolence of the Spaniards effectually chastised where they most deserved it, Porto Bello having long been an asylum for the Guarda Costas, two of which were, indeed, captured by Admiral Vernon in the harbour.

Congratulatory addresses were presented by the cities of London, Bristol, &c. on the occasion, and the Commons cheerfully granted every demand of the crown for the prosecution of the war.

We must now return to Admiral Vernon, who continued in the harbour of Port Royal, Jamaica, until the 25th of February, 1740, when he sailed with his squadron for Carthagena, which he bombarded, at intervals, for three days, but with little effect beyond terrifying the inhabitants, and damaging some of the churches and convents.

On the 10th of March the squadron weighed anchor, and having left the Windsor and Greenwich to cruize off Carthagena, the admiral, with the rest of the ships, proceeded to Porto Bello, where they watered, and repaired the small craft which were injured in the late bombardment: from thence they sailed on the 22d, and entered the river Chegre, at the mouth of which there was a castle, called St. Lorenzo, under the protection of which the guarda-costas used to ride secure; and the only two of these Spanish pirates which now remained on this coast, were at this time in the river. An accident which happened to his fore-top-sail-yard obliged the admiral, who was on board the Strafford, to make a signal for the Norwich to sail in before him, with the bomb-ketches, fire-ships, and tenders, the whole of which came to anchor at three in the afternoon, and began to bombard the fort that evening. The admiral's ship did not come to an anchor till ten o'clock at night. The castle mounted only eleven brass cannon, and as many pattereroes; yet it sustained a furious bombardment, and a continued cannonade from three of the largest ships in the fleet, till the morning of the 24th, when the garrison surrendered, and the fort was immediately taken possession of by the British troops.

The custom-house, in which was found four thousand three hundred bags of Peruvian bark, and other merchandise which were shipped on board the fleet, together with the brass ordnance above-mentioned, was then set on fire, the two guarda-costas destroyed, and the fort entirely demolished; after which the admiral returned to Porto Bello, where he arrived on the 1st of April.

In the meanwhile an expedition, the object of which was supposed to be the destruction of the Spanish squadron, then lying in the harbour of Terrol was planned at home. On the 28d of July, twenty one ships of the line, commanded by Sir John Norris, having with him two other admirals, Sir Chaloner Ogle, and Philip Cavendish, and his royal highness the Duke of Cumberland, serving on board as a volunteer, sailed from St. Helens, but after contending with contrary and tempestuous winds, till the 27th of August, this fleet was compelled to return to Torbay, the design was relinquished, and the admiral with the Duke of Cumberland, who thus concluded his naval service, returned to London. On the 18th of September, Commodore Anson sailed with five men of war on his first expedition, to the South seas, and about two months after, Sir Chaloner Ogle sailed for the West Indies, with twenty-one ships of the line, and a fleet of transports amounting in the whole to one hundred and seventy sail, and having on board alarge body of troops, commanded by Lord Cathcart, but they had scarcely passed the Lands-end before this formidable fleet were all scattered and dispersed by a violent storm; the admiral, however, pursued his voyage, and rendezvoused in the neutral island of Dominica, where the expedition sustained an irreparable loss in the death of Lord Cathcart, and the command of the land-forces devolved upon General Wentworth, an officer of no experience, and of very moderate abilities. The admiral, in his voyage from Dominica to Jamaica, discovered four large ships of war, and made signal for an equal number of his squadron to give them chace. Upon coming up with them, they refused to bring to, and Lord Augustus Fitzroy, who commanded the English detachment, gave one of them a broadside, and an engagement ensued, which continued during part of the night. In the morning they hoisted French colours, and consequently the firing ceased, there being at this time no declaration of war between the two nations. The commanders apologized to each other for the mistake, and parted, but with the loss of men on both sides.

Sir Chaloner Ogle arrived off Jamaica on the 9th of January, 1741, where he joined Admiral Vernon, who now commanded a fleet of thirty ships of the line, with a considerable number of frigates, bomb-ketches, fire-ships, &c. The number of seamen was about fifteen thousand, and that of the land forces at least twelve thousand, including five hundred negroes from Jamaica.

This very formidable armament was certainly equal to any attempt against the Spanish settlements, but a variety of circumstances concured to defeat the purpose of it.

Admiral Ogle had been (whether wilfully, or accidentally, it is hard at this distance of time to judge) been detained, by the delay of the minister, so long at Spithead, that he did not arrive in Jamaica until the season was too far advanced for continued action, and Admiral Vernon instead of attacking the Havannah which might have been taken in three days, and was undoubtedly a place of great importance thought proper to beat against the wind to Hispaniola, in the hope of surprising the French fleet. On the 16th of February, however, he learnt that they had sailed for Europe, and in a council of war, it was determined to land on the continent of New Spain. Accordingly, the fleet sailed, and, on the 4th of March, came to an anchor in a bay called Playa Granda, to windward of Carthagena. This fleet consisted of one hundred and twenty-four sail, the sight of which must have struck such terror into the Spaniards, that nothing but want of resolution and despatch could have prevented its success. But the commanders of this fleet and army, as if determined to give the enemy time to prepare for defence, remained inactive till the 9th, when the first devision of the fleet, commanded by Sir Chaloner Ogle, followed by Admiral Vernon with all the transports, moved forward to the entrance of the harbour called Boca Chica, which was defended by several formidable batteries. The third division, commanded by Commodere Lestock, remained at anchor. The Norfolk, the Russel, and the Shrewsbury anchored very near two forts called St. Jago and St. Philip, which being silenced in less than an hour, were immediately possessed by a detachment of British grenadiers.

On the 10th, the two regiments of Harrison and Wentworth, with six regiments of marines, landed on the island of Tierra Bomba, and began to erect a battery against the castle of Boca Chica. But General Wentworth's want of experience soon discovered itself in the choice of his ground; for the tents were no sooner pitched, than the soldiers found themselves exposed to the fire of a fascine battery from the opposite side of the harbour. To remedy this evil, the admiral immediately detached a considerable number of sailors under the command of Captain Boscawen. These intrepid sons of Neptune soon gained possession of both batteries, and, having spiked the cannon, returned to their ships.

On the 22d Gen. Wentworth opened a battery of 20 twenty-four pounders against the castle of Boca Chica, and the next day Commodore Lestock with five ships was ordered to attack it by sea. He renewed his attack on the 24th, when Lord Aubrey Beauclerc, captain of the Prince Frederic, a very brave and experienced officer was killed. Meanwhile the Spaniards had remounted their fascine battery, which was a second time destroyed by a detachment of sailors. A small breach being now made on the land side of Boca Chica castle, the admiral manned his boats under the command of Captain Knowles. The sailors landed near the castle, and there waited for the general assault, and the grenadiers, on the other side, marched up in good order; but they no sooner began to mount the breach than the garrison fled without firing a single musket. The garrison of another fort, called St. Joseph, followed their example, and our sailors took immediate possession of it. Perceiving the enemy preparing to sink their ships, they then boarded the Spanish admiral's ship, the Galicia, on board of which, they found the captain and sixiy men. There were in the harbour, when the attack of Boca Chica began, six Spanish men-of-war, two of which were now sunk, and one burnt by the Spaniards themselves. The sailors then proceeded to cut the boom, and thus opened a free passage for our ships into the lake. But the wind blowing fresh and contrary, it was several days before they reached the narrow entrance into the harbour near the town, which was defended by a considerable fortress, called Castilla Grande, mounting fifty-nine guns, which the enemy abandoned as soon as the ships approached.

The castle, forts, and batteries, which commanded the lake, were now in possession of the English. And the admiral was now so confident of succeeding, that, on the 1st of April, he sent an express to the Duke of Newcastle, with an account of his progress which was received with triumphant joy. On the 1st of April, the sailors having opened a channel through the sunken wrecks of the enemy, the bomb-ketches, covered by two frigates, entered the harbour, and were, on the succeeding day, followed by three fire-ships, which were so posted as to cover the intended landing of the troops. The Weymouth, Captain Knowles, got into the harbour on the 3d, and on the 5th, early in the morning, the troops began to land at a place called La Quinta, whence General Wentworth, at the head of fifteen thousand men, pushed forward, to an open ground about a mile from fort St. Lazar, which fort entirely commanded the town of Carthagena. He met in his march, a body of six or seven hundred Spaniards, and lost a few of his men; but the enemy soon retired, and in the evening of the 6th, the remainder of the English army were disembarked, and the whole encamped on the plain above mentioned.

From this time the good fortune which had hitherto attended this expedition, seems totally to have deserted it, and that too at the moment when final victor seemed almost secure. The fort of St. Lazar was the only one that remained unsubdued, but that was well fortified, and defended by a numerous garrison. On the mode of attacking it arose the first dispute between the admiral and General Wentworth, the former conceiving it practicable to take it by storm, while the general contended that it was necessary to lay siege to it by regular approaches. Mutual contempt and upbraidings now usurped the place of that unanimity without which it was impossible for either the admiral or general to effect any thing for the public service.

At length, however, in a council of war it was resolved to attack St. Lazar by storm, and on the 9th of April Brigadier-general Guise, with one thousand two hundred men, marched before break of day to the attack. Unfortunately his guides were killed before he reached the walls, and his scaling ladders, being placed at random, proved too short to enable the troops to mount the walls. The officers were totally disconcerted for want of orders, the utmost confusion in consequence ensued, and the troops were compelled to retreat without having effected any service, and with the loss of six hundred men killed and wounded.

By this time the rainy season had set in, and disease prevailed in the camp so formidably that all hopes of further success were relinquished. The shattered remains of this ill-fated army returned to the ships, but the diseases peculiar to the climate pursued them with unabating malignity, and many hundreds of brave fellows who had faced death with impunity in the field, now perished miserably in their hammocks. The admiral and general, though at war on every other subject, were unanimous in their desire of quitting this scene of destruction and disgrace; and after destroying all the forts taken, the fleet sailed for Jamaica, where it arrived on the 19th of May: but the climate of this island did not contribute to the recovery of the sick, of whom a great number died after their arrival. Vernon now, in compliance with orders received from England, not to retain more vessels in the West Indies than were absolutely necessary, sent home eleven men-of-war and five frigates, under the command of Commodore Lestock; deeming the remainder of the fleet sufficient for the force that he had to contend against.

The admiral, at this time, was so exceedingly dissatisfied with his colleague Wentworth, that he ardently wished to return to England: but the king had so high an opinion of his abilities, and the letters which the admiral received from the Duke of Newcastle were so extremely flattering, that he determined to continue in his station. On the 26th of May, he called a general council of war, and it was agreed to attack St. Jago on the island of Cuba; and Governor Trelawney raised a corps of a thousand negroes, which were put on board the fleet with all possible expedition. This armament, which sailed from Jamaica on the first of July, consisted of eight ships of the line, one of fifty guns, twelve frigates, &c. and about forty transports, on board of which, including blacks, were three thousand four hundred land forces. The fleet came to an anchor on the 18th, in Walthenham harbour, on the south side of the isle of Cuba. This harbour, the name of which the admiral changed to Cumberland harbour, was a very capacious and secure asylum against the hurricanes so frequent in the West Indies at this season of the year; and was therefore a desirable possession, particularly as it was acquired without molestation. The island of Cuba is not only the largest of the Antilles, but it is also said to be the most fruitful and healthy of any in the West Indies.

Walthenham harbour lies about eleven leagues south-west from S. Jago, and distant by land about sixty miles, on which side the city is almost entirely defenceless. The entrance into the harbour is so extremely narrow, and the navigation so dangerous, that nature has sufficiently secured it from a naval attack, and therefore it was resolved, in a general council of war, to land the troops immediately, and take the city of St. Jago by surprize.

The troops were accordingly disembarked, and meeting with no opposition, marched some miles up the country, and encamped on the banks of a navigable river. Meanwhile Admiral Vernon despatched part of his fleet to block up the port of St. Jago, and to watch the motions of the Spanish admiral at the Havannah, expecting, with the utmost impatience, the progress of the army. But on the 5th of October, he had the mortification to receive a letter from General Wentworth, expressing his doubts of being able either to advance farther, or even to subsist his army much longer in the part which they then possessed. The army, nevertheless, continued in its encampment till the 7th of November, when another council of war, resolved, that the troops ought to be re-embarked with all possible expedition; and they were accordingly put on board their transports on the 20th, without the least molestation from the enemy, to whom, indeed they could have offered little resistance, being so enfeebled by the diseases of the climate, and their numbers so decreased from the same cause, that probably had they remained another month on the island there would not have been one left alive to relate the particulars of this disastrous enterprize..

It is difficult to conceive what could have been the object of this injudicious expedition, but certain it is, that it was badly planned, and worse executed. The fleet, however, did not remain quite inactive, for the

Worcester captured a Spanish man-of-war of twenty-four guns; the Defiance, a register ship, laden with provisions; and the Shoreham took another vessel, on board of which were seventy thousand pieces of eight.

We have already mentioned the departure of Commodore Anson for the South seas. This squadron was intended to have sailed in January, but from the unaccountable conduct of the ministry, they did not leave England till late in September, and then, instead of a regular regiment of foot, as was intended to have been embarked, five hundred out-pensioners of Chelsea hospital were substituted, and of these only two hundred and fifty of the most feeble were embarked, all that were able to run away having done so before they reached their destination.

It is impossible to forbear execrating the inhumanity of this m[illegible] and at the same time not to be struck with the extreme f[illegible] [illegible]easure, devised it, since what service could possibly [illegible] [illegible]y of those who crepit men, who had already sacrifi[illegible] [illegible]e expected from poor decrepit of their country, and w[illegible] [illegible]ed all their best faculties in the service encounter [illegible] [illegible]re now dragged from their peaceful habitations to [illegible] the hardships of foreign climates and tempestuous seas, without any prospect of an adequate reward. All kinds of obstructions and indignities indeed seem to have attended Mr. Anson's squadron from the first of its projection, and, as it would appear, were ominous of the dangers, fatigues, and hardships, it was doomed to undergo.

Having cleared the channel, Mr. Anson steered for the island of Madeira but, as if all nature as well as art had conspired to retard his progress, he was forty days on a passage which is frequently made in ten, and consequently did not arrive at Madeira, until the 25th of October, when the the governor informed him, that for several days past there had appeared to the westward of the island seven or eight men-of-war, supposed to be Spanish. This was in fact, a Spanish squadron of seven ships of the line and a Patache, which were sent for the sole purpose of counteracting Mr. Anson's operations in the South seas. Two of the ships being destined for the West Indies. Their commodore was Don Joseph Pizarro. But of the five ships that sailed for the South seas, one only returned to Europe, the rest having either foundered at sea, or were wrecked or broken up in the course of the voyage.

On the 3d of November, Mr. Anson left Madeira, and arrived at th island of St. Catherine, on the coast of Brazil, on the 21st of Decemb where he repaired such of his ships as had suffered in the voyage.

On the 7th of March they passed the Straits of La Maire, and their ships being then in good condition, and the crew in tolerable health and spirit they began to flatter themselves, that as they were now entering the Pacifi

Ocean, their dangers and difficulties were nearly over, and that Spanish treasures would soon compensate all their sufferings.

No sooner, however, had they quitted the Straits, than they found themselves exposed to the most horrible tempests, and the utmost fury of a turbulent sea, and, in a few days this formidable squadron were separated never more to unite.

On the 8th of May, the Centurion, Commodore Anson's ship, arrived at Socoro, which had been appointed as the first rendezvous in the Pacific Ocean. But after cruizing there a fortnight in dreadful weather, without receiving any intelligence of her unfortunate companions, she again sailed for the island of Juan Fernandez, where she arrived on the 9th of June; at which time not above twenty hands, officers included, were left, capable of assisting in working the ship, the scurvy having made such terrible havock among the crew, that out of four hundred and fifty, scarcely half that number were now living, and most of these sick in their hammocks. The Trial sloop reached the island soon after, in the same dreadful situation, and they were joined by the Gloucester on the 23d of July, which ship had also lost three fourths of her crew, and would never have been able to reach the island, but for the assistance sent her by the commodore after she was in sight. The Anna Pink, their victualler, came in about the middle of August, and was the last ship of the squadron they ever saw.

The missing ships were the Severn, the Pearl, and the Wager store-ship. The two first parted company off Cape Noir, and put back to the Brazils. The latter pursued her voyage towards the island of Socoro, the first rendezvous in the Pacific Ocean. She made the land on the western coast of South America, on the 14th of May, in latitude 47, and the next morning struck upon a sunken rock, and soon after bulged. Most of the crew were landed upon this desolate island, where they remained five months, and then about eighty of the sailors, in a schooner built by lengthening the long-boat, sailed back for the Brazils, leaving Captain Cheap, and nineteen other persons on shore. These were, by various accidents at last reduced to four, who were landed by an Indian on the coast of Chiloe, thence conveyed to St. Jago, where they continued a year, and three of them were finally sent to Europe on board a French ship, *viz.* Captain Cheap, Mr. Byron, (in whose memoirs we shall hereafter have occasion to speak more largely on this subject) and Mr. Hamilton.

We now return to Mr. Anson's squadron at Juan Fernandez, consisting of the Centurion, the Gloucester, and the Trial sloop; the Anna Pink being found totally unfit for service, was broken up. By the beginning of September the crews were pretty well recovered, though the whole number was, by this time, reduced to three hundred and thirty-five, boys included.

On the 19th of September, Mr. Anson, with his small squadron sailed from the island of Juan Fernandez, with a design to cruize near the continent of Spanish America; and having taken three trading vessels, from the passengers on board of which he received such intelligence as determined him to surprise the town of Paita, which, consisted of about two hundred houses, and was defended by a small fort mounting eighty guns. Fearful of alarming the inhabitants by the approach of his ships, he resolved to make the attempt by means of his boats only. And accordingly about ten at night he detached fifty-eight men, commanded by Lieutenant Brett, and conducted by two Spanish pilots, who landed without opposition, and soon took entire possession of the place. The English remained three days on shore, during which time they sent all the treasure they could find on board their ships; when, having set fire to the town, they re-embarked, having lost only two men in the enterprise. The booty taken amounted to about thirty thousand pounds, and the loss sustained by the Spaniards was estimated at a million and a half of dollars.

Two days after, the Gloucester, which had been sent on a cruize, joined the squadron, having taken two Spanish prizes with specie on board, amounting to nineteen thousand pounds sterling; and they then stood to the northward with a design to water at the island of Quibo, where they arrived on the 4th of December, and where we shall for the present leave them, while we take a view of what was passing nearer home at the same period.

On the 27th of July, Sir John Norris, with sixteen sail of the line, was sent to cruize upon the coast of Spain, where it was confidently expected that he would, with so formidable a force, effect some essential object; but to the astonishment of all, who were acquainted with political manouvres of the times, in less than a month Sir John Norris returned to Spithead with half his fleet, without having even attempted any thing worth noticing.

Part of the squadron continued cruizing on the Spanish coast, and the rest were sent to join Admiral Haddock, who, with thirteen men-of-war, spent the whole summer cruizing in the Mediterranean, but without achieving any action worthy of record. The true motive of this supineness was certainly not to be found in the personal character of these commanders, who were both men of undoubted courage, and abilities, but in the restrictions under which they had accepted their respective commands which left them no power to act with vigor and resolution.

The minister Sir Robert Walpole had been forced into a war with Spain, by the popular voice against his own inclination, and to this reluctance undoubtedly was owing, the tardy and unsuccessful measures, which disgraced the English nation, in the commencement of the conflict; and at last rendered Sir Robert so unpopular, that he was compelled to resign, and seek shelter in the House of Lords, under the title of Earl of Orford, while by bringing into the administration the leading members of the opposition in both houses, or silencing them by giving them titles, all enquiry into the late minister's conduct, was prevented.

On the 16th of April, 1742, Admiral Mathews (who had succeeded to Admiral Haddock whose declining health had compelled him to resign) sailed from Spithead with four ships of the line, and having taken the command of the fleet, which now consisted of thirty-three men of war he despatched Captain Norris to destroy five Spanish gallies which lay at anchor in the Bay of St. Tropez, which service was soon effectually performed.

The united fleets of France and Spain, consisting of thirty-seven ships of the line were at this time in the harbour of Toulon, and Admiral Mathews having been joined by Rear-admiral Rowley now proceeded to execute his instructions in blocking them up in the harbour, and by cruizing on the coast, preventing any supplies being sent to the army in Provence.

War was not at this time openly declared between England and France, though there could not be a doubt of the intention of the latter country, to act in conjunction with Spain, and many insults had been given by them to the English flag. On one occasion, while Admiral Mathews was stationed off Villa Franca, a French man of war passing in sight of the British fleet neglected to pay the usual compliment, and the admiral immediately fired a gun to bring her to. The Frenchman, however, still continued his course, upon which admiral Mathews despatched one of his ships in pursuit, who on coming up poured in a broadside, which instantly sunk the unfortunate Frenchman with all the crew.

This with the destruction of a Spanish ship of the line which lay at anchor at Ajaccio in the island of Corsica, and the bombardment of the defenceless towns of Palamde and Mataro, on the coast of Catalonia, formed the only exploits of our fleet in the Mediterranean during this year, and we shall therefore leave them there, for the present, while we return to Commodore Anson, whom we left with the small remains of his squadron, cruizing on the coast of Mexico, in hopes of intercepting the annual

Spanish galleon on her way from Marville to Acapulco. On the 9th of January 1743, however, he learnt from some negroes, whom he captured in a canoe off the latter place, that the galleon had arrived twenty days before in the bay, but this disappointment was compensated by the intelligence, that she would sail on her return with specie which she would receive for the sale of her cargo on the 3d of March.

Buoyed up, therefore, with the hope of making a still more valuable prize than they had at first anticipated, Mr. Anson's fleet, consisting of five vessels, formed a chain, commanding an extent twenty leagues from the harbour of Acapulco, but at such a distance as not to be seen from the shore.

At this time the crews of the five ships amounted to no more than three hundred and thirty, boys included, but though it was known that the hands on board the galleon were nearly double that number, not a doubt existed in the minds of the British sailors but that they should succeed in capturing the Spaniard if once she came within their reach. The appointed day at length arrived, and from morning till night, every eye was strained towards the land; another and another passed in fruitless expectation; in short, having waited in vain until the 23rd of March, the commodore was at length compelled to admit the unwelcome conviction, that he had been discovered, and the departure of the galleon delayed until the next year.

Having remained on this station as long as his stock of wood and water would permit, Commodore Anson steered for the harbour of Chequetan, where he arrived on the 7th of April; and having unloaded and destroyed the three small vessels, in order to recruit the crews of the Centurion and Gloucester, so as to enable them to prosecute their voyage with safety, the commodore proceeded with them to China; but after contending with contrary winds until the 15th of August, the Gloucester, having lost both of her masts, became so leaky that it was found impossible to keep her above water. The crew was therefore removed to the Centurion, and the Gloucester was set on fire. On the 28th, the Centurion arrived at Tinian one of the Ladrone islands, at which time so many of her people had perished, or were sick of the scurvy, that not quite a hundred men remained fit for duty. The number of the sick amounted to one hundred and twenty-eight, most of which, however, recovered soon after landing on this healthy and beautiful island. On the 21st of October, the crew being now in good health, the Centurion stood out to sea, and came to an anchor on the 12th of November, in the road near the city of Macoa, near the mouth of the river Canton, in China.

After many delays and difficulties, Mr. Anson at last obtained permission from the Chinese government to repair his ship and replenish his store of provisions. On the 11th of April, 1743, he again sailed, and pretending that he was bound for Batavia, but in reality once more to try to intercept the Acapulco ship in her passage to Manilla. With this intention he returned to the Phillipine islands, and continued cruizing off Cape Espiritu Santo on the Island of Samuel, that being the first land generally made by the galleons, till the 20th of June, when early in the morning, to the inexpressible joy of the whole crew, they discovered the long-expected galleon. The engagement soon began, and continued about two hours; when the Spaniard struck, having sixty-men killed and eighty-four wounded. The Centurion had only two killed and seventeen wounded, who all recovered except one man. The treasure on board this galleon consisted of one million three hundred and thirteen thousand eight hundred and forty-three pieces of eight, and thirty-five thousand six hundred and eighty-two ounces of virgin silver, besides other merchandize, amounting in the whole to three hundred and thirteen thousand pounds sterling.

Being now in possession of the reward of all the toils and dangers which her gallant crew had so long sustained, the Centurian sailed with her prize to Macao, where the galleon was disposed of for six thousand dollars, and, after having been detained by the suspicious folly of the Chinese government nearly five months before the commodore could procure necessary refreshment to prosecute the voyage, she sailed on the 15th of December with her hardly-earned treasure for England, and arrived in safety at Spithead, on the 15th of June, 1744.

Having seen the Centurion safe in England, we must now return to our force in the West Indies. We have already had occasion to observe, on the unfortunate division which had arisen between Admiral Vernon and General Wentworth, which certainly operated in a great measure to defeat the projected conquest of Carthagena, and prevented all unanimity of action in other attempts. After the retreat from Carthagena, General Wentworth returned to Jamaica, and Admiral Vernon with his squadron continued cruizing off Hispaniola, until the 5th of January, when he also returned to Jamaica; and on the 15th arrived the Greenwich, St. Alban, and the Fox, with the expected reinforcement from England of two thousand marines. The principal officers, both of the army and navy, were unanimously of opinion, that they could not with any degree of credit, return to England without some farther attempt against the enemy; and it was at last determined to land at Porto Bello, march across the isthmus of

Darien, and take the rich town of Panama. But, though this resolution was taken early in January, it was upwards of two months before the troops and transports were ready for embarkation. The fleet consisted of eight sail of the line, three fire-ships and two hospital ships, with forty transports, on board of which were three thousand land forces, and five hundred negroes raised by Governor Trelawney, who himself attended the expedition. On the 28th of March, the fleet came to an anchor in the harbour of Porto Bello. The admiral imagined that the troops would proceed without delay; but to his great surprise, a council of the land-officers resolved that the season being too far advanced, their numbers being diminished by sickness and the separation of some of the transports, and their having received intelligence that the garrison of Panama had been lately reinforced, the scheme was impracticable. These reasons did not appear quite satisfactory to Admiral Vernon; nevertheless, as in their general councils of war, there was a majority of land officers, his opinion was over-ruled. That their number was somewhat reduced is most certain; but there remained yet two thousand effective men; an army more than sufficient, under a general of spirit and abilities, to have secured the treasure of Panama. Be this as it may, however, the whole fleet sailed from Porto Bello in the beginning of April, and arrived at Jamaica on the 15th of May. On the 23d of September, the Gibraltar man-of-war arrived at Port Royal in that island, with a letter from the Duke of Newcastle, ordering Vice-admiral Vernon and General Wentworth to return immediately to England.

And thus ended this enterprize against the Spanish settlements in America! in which enormous sums were expended, and ten thousand lives sacrificed, without the least benefit to the nation, or glory to the commanders. That General Wentworth wanted the intrepidity, and alacrity, so necessary in the execution of such enterprizes is very evident. And it is also certain that Admiral Vernon's contempt for Wentworth prevented him from acting so cordially, and vigorously as he ought to have done. He wished to have had the sole direction of every operation and it is more than propable if that had been the case, he would generally have succeeded.

On the return of Admiral Vernon, the command of the fleet devolved on Sir Chaloner Ogle, who in the month of February detached Captain Knowles with eight men-of-war, having four hundred land forces on board, with orders to make an attack on the town of La Guira on the coast of Caraccas. And accordingly he began his attack on the 18th about noon, and continued firing on the town till night, without any other effect than that of destroying some houses and churches. His ships were so shattered that he was obliged to desist, and to sail for Curacoa in order to refit. The squadron had near a hundred men killed, and three hundred wounded.

His ships being repaired, Captain Knowles resolved to make an attack upon Porto Cavallo. The Spaniards were apprized of his design, and had taken effectual measures for their defence. The squadron sailed from Curacoa on the 20th of March, but did not arrive off Porto Cavallo before the 15th of April, when it was resolved to send in two men-of-war to cannonade the batteries, and the Lively and Eltham being immediately ordered upon this service, silenced the guns of the enemy before night. At dark, the firing on both sides had ceased, Major Lucas with twelve hundred men, sailors and soldiers, landed on the beach, and marching along shore, took possession of one of the fascine batteries. The Spaniard being now alarmed, two guns were fired from another battery upon the assailants, which throwing them in confusion, they began to fire upon each other, and with great precipitation retired to their ships. Notwithstanding this miscarriage, it was resolved to make a general attack upon the castle and batteries at the same time: accordingly, on the 24th seven men-of-war; the Assistance, Burford, Suffolk and Norwich, commenced battering the castle; and the Scarborough, Lively, and Eltham fired upon the fascine batteries. The cannonading continued with great fury till nine at night, at which time the commodore having lost two hundred men, and most of his ships received considerable damage, he made a signal to cut cables. His disgrace being now complete, he made the best of his way to Jamaica, where he remained inactive during the remainder of the year.

In the beginning of the year 1714, open war was declared between France and England. The dissentions in the British parliament ran high, and the people were generally discontented, and the French ministry were easily persuaded that a revolution in favour of the Pretender, might now, with little difficulty be effected. Charles, the second son of the Chevalier de St. George, was accordingly invited to Paris, where he arrived some time in the month of January. In the same month, a fleet of twenty French men-of-war sailed up the English Channel, and seven thousand men were actually embarked at Dunkirk, in order to invade England. Sir John Norris was therefore ordered to take the command of the fleet at Spithead, and proper measures were taken for defending the coast in case of an invasion. The fleets of the two nations came within sight of each other; but the French admiral, conscious of his inferiority, thought fit to decline an engagement, and taking the advantage of a hard gale of wind, returned to the port from which he sailed. And thus ended this famous attempt at invasion, and the young adventurer was obliged to postpone the assertion of his pretensions to a more favourable opportunity.

The French and Spanish fleet which were now blocked up in the harbour of Toulon, consisted of twenty-eight sail of the line, and six frigates, while the British were somewhat superior, having the same number of ships of the line, with ten frigates, and two fire-ships; but though their force was greater, it must also in justice be remembered that the English vessels were foul, having been a long time at sea, while the French were all clear, and in fine sailing order.

Never perhaps could a more magnificent scene have been presented, than two such tremendous fleets, waiting with impatience, the signal to commence their destructive warface. At length, the French, ashamed of remaining blocked up, and inactive in their own port, resolved to attempt at least to get out to sea, and on the 8th of February, their admiral, de Court, hoisted his flag on board the Terrible, and the whole fleet got under sail.

On perceiving this, Admiral Mathews instantly gave the signal to the British fleet to run over, and the two following days the fleets remained in sight of each other manouvering to gain the advantage of situation.

On the 11th, at break of day, the two fleets were at a greater distance than on the preceeding day, and Admiral Mathews had the mortification to find Vice-admiral Lestock's division considerably a-stern. Notwithstanding the irregularity of his line, his van and rear being at too great a distance from the centre, at half-past eleven Admiral Mathews made the signal to engage, which signal Lestock did not think proper to repeat. Indeed he was, at this time, so far astern, that he had no enemy to engage. Admiral Mathews, with the centre of the English, was opposite to the enemy's rear, consisting of the Spanish squadron; and Rear-admiral Rowley, who commanded the van, was abreast of the enemy's centre. Thus were the two fleets situated when Admiral Mathews hoisted the signal for engaging Himself in the Namur, and Captain Cornwall in the Malborough, bore down upon the Spanish admiral, and the Isabella, and began the attack about half past one o'clock.

On this occasion the following anecdote is related of these two brave officers.

Admiral Mathews was walking his stern gallery, when he was thus saluted by Captain Cornwall,—

"How do you do Sir?"

"Do!" replied the admiral; "I can do nothing,—look at the Vice-admiral."

Cornwall, "I have looked at him a long while, with concern."

Admiral Mathews. "By G—d every one of these ships will get away from me."

Cornwall. "I think if you attack *these here* (meaning the Spaniards to leeward) you may stop them."

Admiral Mathews, "Do you think so, and will you second me."

The captain instantly replied in the affirmative, and they both immediately bore down into action. They were followed by Captain Forbes, in the Norfolk, who engaged the Constant, while the Princessa, Somerset, Bedford, Dragon, and Kingston, all directed their fire against the Poder. About an hour after Rear-admiral Rowley, in the Barfleur, and Captain Osmond in the Caroline, came up and engaged with the French admiral and La Ferme. The Norfolk soon obliged the Constant to quit the line, and the Poder, after having disabled the Princessa, and Somerset, was herself compelled to strike by Captain Hawke in the Berwick.

The brave Captain Cornwall had been directed by the admiral, when he bore down, to attack the Real, the Spanish admiral's ship, and then declared his intention to conquer or die; and strictly he fulfilled his resolution. By one shot this heroic officer had both his thighs taken off, and had only life to express the agony he was in, by shaking his head at the surgeon, who advanced to him when he was carried below. He was the idol of his crew, and one of the greatest ornaments the British navy ever boasted of. Courage was far from his only endowment, for he possessed skill and genius that could not be surpassed in his profession, while he was equally distinguished for the virtues of his heart; and the partial success of our fleet upon this occasion, was but a poor compensation for the loss of such an officer.

This partial and irregular conflict, such as we have described it, continued till night, when the French admiral, having collected his scattered fleet bore away. The British fleet pursued them all the next day; but on the 13th, though they were yet in sight, Admiral Mathews, being apprehensive that they intended to decoy him from the coast of Italy, made a signal to discontinue the chace. The French squadron put into Alicant on the 16th, and the Spaniards into Carthagena on the day following. While the British fleet, having spent some days to no purpose, in looking out for the enemy, were at length obliged by contrary winds to bear away for the island of Minorca.

Thus ended in complete disappointment, this anxiously looked-for battle which it was confidently, and not unreasonably expected, would go near to annihilate the naval power of France and Spain. That it did not do so was certainly not tobe attributed to a deficiency of skill, or courage in Admiral Mathews, but plainly originated in the enmity borne towards the latter by Vice-admiral Lestock, who if he were not a coward, evidently was deficient both in honour and honesty.

To his desire of ruining Admiral Mathews, he would have sacrificed both his own reputation, and his country's glory and interest. Unfortunately he was but too successful, for by the sentence of a court-martial in England, Admiral Mathews was dismissed from the service, and rendered incapable of ever serving the king, while the artful vindictive Lestock was acquitted; a circumstance, which at this distant period (when we can comprehend little of those hidden causes, which may divert justice from its course, and sacrifice the innocent to private malevolence, appears almost incredible. Mr. Mathews passed the remainder of his days in peaceful retirement, and was, by the great bulk of the people, considered as deserving their esteem and honorable compassion, and it cannot now be denied that his sentence will ever remain a blot on the annals of his country.

Although this engagement had taken place in the Mediterranean between the combined fleets of France and Spain, there was yet no declaration of war between Great Britain and France. On the 20th of March, however, war was declared at Paris, and on the 31st of the same month at London. The navy of France consisted, at this time, of forty-five ships of the line, sixty-seven frigates, and fifty-five gallies: that of England of ninety ships of the line, eighty-four frigates, and fifty other vessels; in all, two hundred and twenty-four ships of war. On the 23d of June the following promotions were made in our navy: Nicholas Haddock, Esq. and Sir Chaloner Ogle, appointed admirals of the blue; James Stuart, Esq. and Sir Charles Hardy, vice-admirals of the red; Thomas Davers, Esq. and the honourable George Clinton, vice-admirals of the white; William Rowley and William Martin, Esqrs. vice-admirals of the blue; Isaac Townsend, Esq. rear-admiral of the red, Henry Medley, Esq, rear-admiral of the white; George Anson, Esq. rear-admiral of the blue.

On the 18th April, Sir Charles Hardy sailed with a number of storeships under his convoy for the relief of the Mediterranean fleet, which was in great want of stores and provisions. Having put into the port of Lisbon, and being there detained by contrary winds, the French ministry, acquainted with his destination, sent immediate orders for the Brest squadron, of fourteen sail of the line, to block him up, which was effectually performed, and Sir Charles remained in the Tagus.

On the 6th of July, the British navy was reinforced by the arrival of twenty Dutch men-of-war at Portsmouth, under the command of Admiral Bacherest. On the 15th, they were joined by Admiral Balchen with fourteen sail of the line, and sailed from Spithead on the 7th of August, to he relief of Sir Charles Hardy. The French admiral having had previous intelligence of their approach, quitted his station, and Sir Charles Hardy, with his convoy, joined the fleet, which proceeded to Gibraltar, and reinforcing the garrison, returned in search of the Brest squadron. Rochambaud, the French admiral, however, was, by this time, safe in the harbour of Cadiz. Sir John Balchen entered the bay of Biscay, in his return to England, on the 30th of September, and on the 3d of October, his whole fleet was dispersed by a violent storm. Several of the ships suffered considerably, particularly the Exeter and the Duke, the first of which lost her main and mizen masts, and was under the necessity of throwing twelve of her guns overboard; and the latter had all her sails torn to pieces, and ten feet water in her hold. The whole fleet, however, except the admiral arrived at St. Helen's on the 10th of October. The Victory was separated from the rest of the fleet on the fourth, after which she was never seen or heard of more. It is generally supposed that she struck upon a ridge of rocks, called the Caskets, near Alderney, as repeated signals of distress were heard by the inhabitants of that island; but it blew so violently that it was impossible to give her any assistance. Thus perished the finest first-rate man-of-war in the world, one of the best admirals in the British service, eleven hundred sailors, and a number of volunteers, many of whom were of families of distinction.

Besides the loss of the Victory, the English navy met with several serious disasters during this year (1744). On the 4th of June, the Northumberland, a new ship of seventy guns and four hundred and eighty men, commanded by Captain Watson, fell in with three French men-of war, the Mars of sixty-eight guns, and five hundred and eighty men, commanded by Monsieur de Perrier; the Constant of sixty guns and four hundred and eighty men, commanded by Monsieur Conflans; and the Venus of twenty-six guns and two hundred and fifty men, commanded by Monsieur de Dacher. The Northumberland sustained this very unequal conflict for three hours, with great bravery and resolution; till, unfortunately, Captain Watson was mortally wounded: she then struck her colours by order of the master, who was in consequence afterwards sentenced by a court-martial, to spend the remainder of his life in the Marshalsea prison. The French ships lost one hundred and thirty men contrary winds, they at last rendezvoused in the harbour of Chibocton, where the mortality arising from the diseases of the climate became so great, that in a short space of time they buried their commander-in-chief, their second in command, one thousand five hundred of the land forces, and eight hundred sailors. The number of their ships and of their men being thus reduced, they gave up every idea of conquest, and sailed for Europe on the 12th of October, where they arrived without farther accident.

Meanwhile the British ministry, had planned an expedition for the reduction of Quebec. A considerable fleet was assembled at Portsmouth, in the month of April, and several regiments were actually embarked under the command of General Sinclair. But such was the irresolution of the ministry at this period of our history, that the French were not only informed of their design, but had time to equip a squadron sufficient to counteract the entire project. This squadron sailed from France on the *22d of June.* And the British ministry being thus compelled to relinquish their design against Canada, resolved to make a descent on the coast of Britany, in France, and particularly to destroy Port l'Orient, in order to ruin the French East India company. Lieutenant-general Sinclair commanded the land forces, and the command of the fleet was given to Admiral Lestock, with whose conduct in the Mediterranean the reader is already acquainted. This armament consisted of sixteen ships of the line, eight frigates, and two bomb-vessels, besides store ships and transports, on board of which were five thousand eight hundred regular troops, including matrosses and bombardiers. They sailed from Plymouth on the 14th of September, and, came to an anchor in Quimperlay-bay, on the 18th. General Sinclair, with the troops under his command, landed on the 20th in the evening, and the next morning took possession of a small town called Plemure, about a league from l'Orient, and there fixed his head-quarters. On the 22d, the British army having advanced to a rising ground about half a league from the city, General Sinclair summoned it to surrender; but the governor, not liking the conditions, determined to defend it. On the 25th the besiegers opened a battery of twelve cannon and a mortar, and the next day began to throw red-hot balls into the town, which took fire in several parts. And by the 27th their fortifications were in such bad condition, that they had resolved to beat a parley; when, to their infinite surprise and joy, the firing of the besiegers ceased. General Sinclair and his army retreated to their camp, leaving behind them four peices of cannon, the mortar, a considerable quantity of ammunition, and on the 28th re-embarked without molestation. Their loss during the siege, amounted, in killed and wounded, to eighty men.

It is difficult to imagine the causes which could thus have induced a British general to retreat at the very moment, when victory seemed to await him, but the true reason seems to have been, that his efforts were not sufficiently seconded by the admiral, who did not, according to the plan agreed on, bring his ships to bear upon the town. Admiral Lestock however, pleaded in his defence, that the enemy had rendered his entrance into the harbour of Port l'Orient impracticable; but be it as it may, the entire squadron left the coast of France, without having fulfilled any of the objects for which it was intended. The only damage of consequence that was done to the enemy, was the destruction of l'Ardent, a sixty-four gun ship, which, after an obstinate engagement was ran on shore by the Exeter, and afterwards set on fire.

Notwithstanding the little success the French had lately had in North America, the commencement of their naval campaign for the year 1747, was distinguished by an attempt to encroach on the territories of Great Britain in the neighbourhood of Canada, while at the same time another expedition was planned by them against our settlements in the East Indies. For these purposes a considerable armament was prepared at Brest; the squadron destined for America, under the command of Monsieur Jonquiere, and that for the East Indies, commanded by Monsieur de St. George.

The British ministry, being informed of the destination of this squadron sent a superior fleet to the coast of France, commanded by Vice-admiral Anson. He sailed from Plymouth on the 9th of April, and, cruizing off Cape Finisterre, on the 3d of May fell in with the French fleet, consisting of thirty-eight sail, nine of which shortened sail and prepared to engage, while the rest bore away with all the sail they could make. Admiral Anson first formed his squadron in line-of-battle; but, perceiving the enemy began to sheer off, he made a signal for his whole fleet to engage promiscuously. The Centurion came up with the sternmost ship of the enemy about four in the afternoon. She was followed by the Namur, Defiance, and Windsor, who were soon warmly engaged with five of the French squadron. The Centurion had her main-top-mast shot away early in the action, which obliged her to drop a-stern; but she was soon repaired. The battle now became general, and the French maintained it this very unequal conflict with great spirit and gallantry, till about seven in the evening, when the whole fleet struck their colours. The Diamant was the last French ship that submitted, after fighting the Bristol near three hours.

The following characteristic anecdote of the Hon. W. Montague, the Captain of the Bristol, is related, "The Bristol having got up to the Diamant, and brought her to action, Captain Fincher in the Pembroke attempted to get between them, desiring the captain of the Bristol to put his helm a starboard, or he should be on board of him," to which Captain Montague warmly replied, "Run on board then, and be d——d, for neither you, nor any other man, shall come between me and my enemy."

It is but justice to the French to remind our readers that on this occasion, the English force was much superior. Admiral Anson's squadron consisting of fourteen ships of the line, a frigate and a fire-ship, while that of Monsieur de la Tonqueire, was no more than five line of battle ships, and the same number of frigates.

In this engagement our number of killed and wounded amounted to five hundred and twenty, that of the enemy to seven hundred. Among the slain on our side was Captain Grenville of the Defiance, a very brave and distinguished officer, Captain Boscawen also was wounded in the shoulder; and on the part of the French, their Admiral de la Tonqueire was wounded, one of their captains killed, and another lost his leg.

Having brought his prizes safe to an anchor at Spithead, Admiral Anson set out immediately for London where he was most graciously received by the king, and soon after created a peer. Rear-admiral Warren was also made a knight of the Bath.

In the beginning of August the British government received intelligence that nine French ships of the line had left Brest in order to convoy a large fleet of merchant-men to the West Indies, and accordingly Rear-admiral Hawke, with fourteen men-of-war was ordered to sail immediately in quest of them.

On the 14th of October the British squadron fell in with the whole of the French fleet consisting of the before mentioned men-of-war, and two hundred and fifty-two merchant vessels. Immediately on discovering his situation the French admiral made a signal for one of the ships and the frigates with all the traders to make the best of their way off, while the rest of the squadron prepared for battle. Admiral Hawke finding the French began to sheer off ordered the whole fleet to give chace, and engage as they came up with the enemy. The Lion and the Louisa began the conflict about noon, and were soon followed by the Tilbury, the Eagle, the Yarmouth, the Windsor, and the Devonshire, which ships particularly shared the danger and glory of the day.

About four o'clock, four of the French squadron struck, viz. Le Neptune, Le Monarque, Le Fougeux, and Le Severn; at five Le Trident followed their example, and Le Terrible surrendered about seven, their several commanders, having maintained this unequal conflict with great spirit and resolution, and did not submit until they were entirely disabled. Their number of killed and wounded was about eight hundred, and of prisoners three thousand three hundred men. M. Fromentierre, who commanded Le Nepture, was among the slain, and their commander-in-chief was wounded in the leg and in the shoulder. The English had one hundred and fifty-four killed, and five hundred and fifty-eight wounded. Captain Saumarez, of the Nottingham, was among the former. On the last day of October Admiral Hawke brought these six French men-of-war to Portsmouth in triumph, and, in reward for his services, was soon after honoured with the order of the Bath.

Vice Admiral Medley, who commanded a fleet of fifteen ships of the line in the Mediterranean, died there on the 5th of August, and was succeeded by Rear-admiral Byng, who continued to block up the Spanish squadron in Carthagena. Rear-admiral Chambers commanded nine men-of-war in the channel, and on the 1st of November Rear-admiral Boscawen sailed for the East Indies with six ships of the line.

We shall here take occasion to observe that the royal navy of Spain was now reduced to twenty-two ships of the line, and that of France to thirty-one; whilst the navy of Britain amounted to one hundred and twenty-six sail of the line, besides seventy-five frigates.

We are now arrived at the last year of the general war, 1748, and shall begin with the several transactions in the West Indies; where our fleet was now under the command of Admiral Knowles. On the 8th of March the admiral commenced an attack on Port Louis, in Hispaniola, which was defended by a strong fort mounting seventy eight guns, and having a garrison of six hundred men.

Admiral Knowles's force consisted of eight ships of the line, with which he commenced a violent cannonading, and in three hours silenced the fort, which surrendered; the garrison having lost one hundred and sixty men killed and wounded; and the fleet seventy. Among the killed, were the brave Captains Rentone and Cast, the latter of whom had volunteered to serve in this expedition.

From this time until October the British and Spanish fleet continued to cruize in detachments against the trade of their respective nations, but on the first of this month the two squadrons came in sight of each other, the number of ships being equal, but the Spaniards having the advantage in the number both of guns and of men. About two o'clock the Spaniard began to fire at a distance. Admiral Knowles than made a signal to bear down upon the enemy, and in about half an hour nearly all the ships were engaged. The two admirals fought each other about half an hour, when Admiral Knowles, having some damage, quitted the line. The Conquestadore, being likewise injured, in her rigging, was also obliged to quit the line-of-battle, and before she had time to repair the damage she had sustained she was attacked by the British admiral, who had now replaced the yard and main-top mast which he had lost in his engagement with the Africa. The Spanish captain was killed, and the Conquestadore finally struck to the Cornwall The general action continued till eight in the evening, when the Spaniards began to sheer off towards the Havannah, and got safe into port, except the Conquestadore and the Africa, which last, being entirely dismasted, was run on shore and blown up by the Spanish admiral. The Spaniards had in this action three captains and eighty-six men killed, and one hundred and ninety-seven wounded; among the latter were Admiral Roggio and fourteen other officers. The English, though they had fifty-nine killed and one hundred and twenty wounded, was so fortunate as not to lose a single officer.

The result of this action was far from being satisfactory, even to some of the captains who were engaged in it, and the admiral himself was accused before a court martial, and reprimanded for not hoisting his flag on board another ship after his own was disabled. It appears, indeed, very clear, that had the English fleet been commanded by an officer possessing the abilities and resolution of a Benbow, or a Hawke, none of the Spaniards, notwithstanding the superiority of their force, would have escaped.

This was the last naval action of any importance, previous to the general peace which was concluded in October, 1748; and, which, after all the waste of blood and treasure on both sides, left Great Britain just in the same situation as she was previous to the commencement of the war, the treaty stipulating that all conquests on either side should be restored. The entire loss of the Spaniards and French amounted to three thousand three hundred and thirty-four vessels; and that of the English to three thousand two hundred and thirty-eight, besides an increase of her national debt to eighty millions; the only counterpoize to which was, that she had reduced the navy of France, to a state of contemptible insignificance.

It was, however, easy to foresee, that the peace of Aix la Chapelle would not be of long duration, since, strange to say, the very articles for which we had thought it necessary to go to war, were left totally unnoticed in the treaty. The French, therefore, who had for many years past, been gradually extending their territories in North America, in open, violation of the treaty of Utrecht, now became more flagrant and oppressive in their encroachments on our colonies. In the course of this year, (1748) a project was formed by the Earl of Halifax of establishing a colony in Nova Scotia, and four thousand adventurers, under the guidance of Colonel Cornwallis, sailed from England, and landed in the harbour of Chebuctoo, in the neighbourhood of which they built a town and called it Halifax.

The French, by way of retaliation, attempted to form a settlement on the island of Tobago, in the West Indies, but our ministry remonstrating very spiritedly, they thought proper to desist. Their daring encroachments, however, continued so to harass our colonies, that, after numberless remonstrances commissioners were at length appointed by each nation, in the year, 1750, to settle their respective limits. These commissioners met at Paris, but after continuing the conference until the year 1753, they broke up, without any final decision; and the French, presuming on the supineness of the English government, continued to extend their territories by erecting a chain of forts along Erie and Ontario, and at length crossed Lake Champlain, and built a fort at Crown Point, in the province of New York. They likewise instigated the Indians bordering on the British dominions, to commence their barbarous hostilities against the defenceless inhabitants of our back settlements; yet, notwithstanding these flagrant aggressions they still continued to amuse the English court with professions of friendship, until the year 1755, when the British spirit was roused by the intelligence that a large fleet of men-of-war was preparing to sail from different ports in France, to America, with a formidable number of land forces on board. Immediate orders were, therefore, given to equip a squadron of men-of-war, and, towards the latter end of April, Admiral Boscawen, with eleven ships of the line, sailed for America. He was soon after followed by Admiral Holbourne, with six line of battle ships and one frigate, the ministry having received subsequent intelligence that the French fleet, intended for America, consisted of twenty-five ships of the line,. &c. This fleet sailed from Brest in the beginning of May; but, after sailing a few leagues beyond the mouth of the English channel, Monsieur Macnamara, the commander-in-chief, returned to Brest, with nine of the capital ships, and the rest proceeded to North America, under the command of Monsieur Bois de la Mothe. Admiral Boscawen being joined by Admiral Holbourne, continued cruizing off the banks of Newfoundland, in hopes of intercepting the French squadron in their attempt to enter the gulf of St. Lawrence. But the thick fog, so frequent on that coast, favoured their enterprize, and Monsieur de la Mothe arrived safe at Quebec with his whole squadron, except the Alcide and the Lys, the first of sixty-four guns and four hundred and eighty men; the second of twenty-two, though pierced for sixty-four, with eight companies of land forces on board, which fell in with the Dunkirk, Captain Howe, and the Defiance, Captain Andrew, both sixty gun ships. After a resolute engagement of five hours, the French ships struck. On board the Lys were several officers of distinction, and about eighty thousand pounds sterling.

As soon as the capture of these two ships was known in Europe, the French ambassador left London, and the British ministry issued general orders for making reprisals in every different part of the globe. In consequence of this resolution, three hundred French merchantmen were taken and brought into England before the expiration of this year. On 21st of July, Sir Edward Hawke sailed on a cruize to the westward, with eighteen ships of the line, and, on the 14th of October, Admiral Byng proceeded to sea with twenty-two ships. The French, however, were not yet prepared for war; their alliances were yet unformed, and their fleet was much inferior to that of Great Britain, which, at this time, consisted of two hundred and thirteen men-of-war; that of France, including ships upon the stocks, amounted to no more than one hundred and thirteen.

In order, therefore, to gain time, overtures for an accommodation were made by the French government to that of England, but no sooner had they completed their naval preparations than the mask was thrown off, and all British subjects were ordered to quit France, and every English vessel in the ports of that nation were seized, and their crews thrown into prison. An invasion was likewise threatened, and a squadron fitted out at Toulon, consisting of thirteen ships of the line, and fifteen thousand land forces were prepared for embarkation. The true design of these preparations was well known to be directed to the Mediterranean, and consequently a fleet of ten ships of the line, under the command of Admiral Byng, who sailed from Spithead on the 7th of April, with this inferior force not completely manned, and without either hospital or fire-ship to accompany him. He had on board Major General Stuart, Lord Effingham, Colonel Cornwallis, and about forty officers of inferior rank, with a regiment of soldiers to be landed at Gibraltar, and about a hundred recruits.

On the 2d of May Admiral Byng arrived at Gibraltar, and found there the Louisa, Captain Edgecumbe, who informed him that he had been driven from Minorca by a French squadron of thirteen ships of the line, commanded by Monsieur Galissonniere, who had landed fifteen thousand troops on that island. The admiral, therefore, gave orders for the ships under his command to complete their provisions and water with all possible expedition, and (after a delay occasioned by the contradictory orders of the admiralty, as to the disposal of the troops which had been sent out), the fleet sailed on the 8th of May from Gibraltar, and on the 16th, arrived at Majorca, where they were joined the by Phœnix, Captain Hervey, and they then steered for Minorca, but were prevented by contrary winds, from making that island until the morning of the 19th, when they beheld the English flag, still flying on the castle of St. Philip, and several bomb-batteries from the enemy's works, playing upon it.

The admiral then despatched Captain Hervey in the Phœnix, with the Chesterfield and Dolphin, with orders to reconnoitre the entrance of the harbour, and accordingly, Captain Hervey got round the Laire before nine o'clock in the morning; he made signals to the garrison for a boat to come off, in order to deliver a letter from the admiral, to General Blakeney; but the admiral, about this time, discovering the French fleet, ordered him to return.

Admiral Byng now stood toward the enemy, and about two in the afternoon made signal for the line of battle a-head. He then distributed as many seamen as could be spared from the frigates, on board such ships as were most in want of hands, and converted the Phœnix into a fire-ship.

On the 20th, in the morning, the weather being hazy, the French fleet could not be discovered; but it became visible before noon, and at two o'clock Admiral Byng made a signal to bare away two points from the wind and engage. Rear-admiral West was then at too great a distance to comply with both these orders; he therefore bore away seven points from the wind, and with his whole division attacked the enemy with such impetuosity, that several of their ships were soon obliged to quit the line; but the enemy's centre keeping their station, and Byng's division not advancing, Admiral West was prevented from pursuing his advantage, by the apprehension of being separated from the rest of the fleet.

While the van were bearing down upon the enemy, Admiral Byng, in the Ramillies, edged away some points, by which means the Trident and Louisa got to windward of him, and the admiral, in order to bring them into their stations, backed his mizen-top-sail, and endeavoured to back his main-top-sail. This manœuvre necessarily retarded all the ships in his division, and gave the enemy time to escape. M. Gallissoniere seized the opportunity, and his ships being clean, was soon out of danger.

The English in this engagement lost forty-two men, (among whom was Captain Andrews, of the Defiance) and had one hundred and sixty-eight wounded. The French had one hundred and forty-five wounded, and twenty-six killed.

On the following morning the French fleet was out of sight; and Admiral Byng finding that three of his squadron were damaged in their masts, called a council of war; at which, Lord Effingham, Lord Robert Bertie, General Stuart, and Colonel Cornwallis were requested to assist. It has been often observed, that councils of war seldom forebode the exertion of much heroism, but how this council of war could determine that it was impossible to relieve Minorca, without having ever made the smallest attempt for that purpose, appears, at this distance of time, incredibly astonishing. So it was, however, that it was unanimously voted impracticable; and Admiral Byng returned to Gibraltar with his squadron, while the French admiral, Galisonniere, returned to his former station off Cape Mola.

What the feelings of the unfortunate garrison (then shut up in St. Philip's) must have been, can be easily imagined, when they thus *beheld those* whom they had hailed as their deliverers, retreating, and the enemy's squadron returning with all the triumphant exultation of victory, though it was very evident that had the English fleet remained, the former would not have dared to renew the contest.

The brave garrison, however, nobly defended the castle until the 28th of June, when, despairing of relief from England, the gallant veteran, Blakeney, surrendered to the Duke de Richlieu, on very honourable terms.

Admiral Byng arrived at Gibraltar on the 19th of June, where Commodore Broderick had come to an anchor four days before, with a reinforcement of five ships of the line. Thus strengthened, Admiral Byng determined to return to Minorca, in hopes of being yet in time to relieve the garrison; but while he was with great activity preparing for this second enterprize, the Antelope, of fifty guns, arrived at Gibraltar, having on board Admiral Hawke, Admiral Saunders, and Lord Tyrawley, who were commissioned to supersede and arrest Admiral Byng, Admiral West, and Governor Fowke, who were accordingly sent on board the Antelope, and returned prisoners to England. Sir Edward Hawke, with the fleet under his command, sailed immediately up the Mediterranean; but, upon his arrival off Minorca, he had the mortification to see the French flag flying on St. Philip's castle; Galissoniere having prudently retired to Toulon, on the surrender of the garrison, where he remained in security.

The people of England received the intelligence of Byng's retreat with general dissatisfaction, and the ministry joined in the cry against the unfortunate admiral, in order to divert the resentment of the people from themselves. That Mr. Byng's conduct was reprehensible, is most certain;

but it is not less certain that the ministry were equally inexcusable, for not sending troops to Minorca much sooner, and for not giving Byng a superior fleet. If the five ships, which afterwards sailed to his assistance, had made part of his squadron, Galissoniere must have fled at his approach, and Minorca would infallibly have been saved.

Admiral Byng, Admiral West, and General Fowke arrived at Portsmouth on the 3rd of July. The two latter were ordered to London, where Admiral West was graciously received by the king. The general was tried for disobedience of orders in not sending a battalion to the relief of Minorca and sentenced to be suspended for a year. The king confirmed the sentence, and afterwards dismissed him the service. Admiral Byng, after continuing some time in arrest at Portsmouth, was escorted to Greenwich hospital, where he remained close prisoner till December, the time appointed for his trial. The court-martial consisted of four admirals, and nine captains of the navy, who sat a month on board the St. George, in Portsmouth harbour, daily examining evidence for and against the prisoner. Admiral West deposed, that he saw no reason why the rear-division might not have engaged the enemy as close as did the van, and that there was no signal made for giving chase when the French sheered off. General Blakeney deposed, that, on the 20th of May, boats might have passed between the fleet and the garrison with great security, and that if the troops ordered for his relief had been landed, he could have held out till the arrival of Sir Edward Hawke. Captain Young, of the Intrepid, declared, that the loss of his fore-top-mast did not appear to prevent the rear-division from bearing down upon the enemy. Captain Gardiner deposed, that he advised the admiral to bear down, but without effect, and that, on the day of the action, the admiral took the command of the Ramillies entirely upon himself. These cogent depositions were not invalidated by any counter-evidence in favour of the delinquent. But some of the officers who were on board his ship, and near him during the engagement, deposed, that he discovered no signs of confusion, or want of personal courage, but that he gave his orders distinctly and with apparent coolness. The admiral's speech, in his defence, was inadequate to the great purpose of effacing the impression which the powerful evidence against him had made upon the court; they therefore found him guilty of a breach of that part of the twelfth article of war, which says,—"or shall not do his utmost to take or destroy every ship which it shall be his duty to engage; and to assist and relieve all and every of his majesty's ships which it shall be his duty to assist and relieve." He was therefore sentenced to be shot, that being the punishment positively ordained for a breach of this article. The court, however, being of opinion, that Admiral Byng's misconduct did not proceed from want of courage or disaffection, added to their report of their proceedings to the lords of the admiralty, a petition, requesting their lordships most earnestly to recommend him to his majesty's clemency.

After the lords of the admiralty had signed a warrant for Admiral Byng's execution, some of the members of the court-martial expressed a wish to be released, by act of parliament, from their oath of secrecy. A bill for this purpose accordingly passed the house of commons; but when it came to a second reading in the house of lords, each member of the court-martial was separately asked, whether he had any thing to reveal which might incline the king to pardon the delinquent. Strange as it may seem, they all answered in the negative! and on the 14th of March Admiral John Byng was shot on board the Monarque, in the harbour of Portsmonth.

We turn from this melancholy subject, to one more gratifying to the hearts of Englishmen; the relation of an action which took place between the Colchester of fifty guns, commanded by Captain Obrien, and the Lime of twenty guns, with the Aquilon of forty-eight guns, commanded by Monsieur de Marville, and the Fidelle of thirty-six guns, M. de Litordais, on the 17th of May, off Rochfort. At six in the evening, they were within gun-shot of each other, and soon came to so close an engagement, that the fore-sail of the Lime was set on fire by the wads of the Fidelle, against whom, notwithstanding the great inequality of strength, she maintained a glorious contest upward of five hours; when the Fidelle retreated, firing signals of distress, and the Lime was so shattered as to be totally incapable of making any sail a-head. The Colchester and the Aquilon fought with equal intrepidity till past midnight, and then parted with mutual honour. Previous to this action, the Warwick of sixty guns, Captain Shuldham, off Martinico, falling in with three French men-of-war, was taken, after an obstinate running fight, in which she lost her captain and a considerable number of men.

Previous to these actions the English government not being able any longer to shut their eyes to the hostile intentions of France, threw off the mask of cordiality which they had hitherto worn, and published a declaration of war against that nation.

The proclamation to this effect took place in London, on the 18th of May, and on the 6th of June, war with England was proclaimed at Paris.

Our fleet in North America was, at his period, under the command of Admiral Sprag, and soon after the commencement of hostilities, a French man-of-war, of fifty guns called L'Arc-en-fiel, with troops, and military stores for Louisbourg, was taken off that port by the Norwich and Litchfield, both fifty-gun ships, belonging to Admiral Spry's squadron. On the 26th of July, Commodore Holmes on board the Grafton, with the Nottingham, and the Hornet and Jamaica sloops, fell in with two French men-of-war, Le Hero, L'Illustre, and two frigates, which were returning from Canada. The French squadron bore down upon him till within about two leagues distance, when the English tacked with a design to cut the enemy off from the port of Louisbourg, but they hauled in for it, and came to an anchor about noon. Commodore Holmes pursued them till within a league of the harbour, where he laid to till four in the afternoon and then made sail to the eastward. As soon as it was dark, he despatched the Hornet sloop to Halifax, to request a reinforcement, being much inferior to the enemy. At eight next morning, the four French ships, above-mentioned, sailed out of the harbour, and gave him chace. The English ships stood from the enemy at first; but the Grafton at length hauled up her courses, and bore down upon the French commodore, who was also attacked by the Nottingham. L'Illustre was prevented from assisting his partner, by a sudden calm; but a breeze springing up soon after, the French were again united about seven in the evening. At dusk the battle ended, and the two squadrons separated. The French, the next morning prevented a renewal of the action by bearing away right before the wind for Louisbourg. The Hero was considerably injured. The Grafton had six men killed and twenty-one wounded.

Spain had hitherto affected to maintain the strictest neutrality between the belligerent powers, and had ever professed the greatest friendship towards England, but she had nevertheless, still continued to augment her navy, and had no sooner attained sufficient strength, (having now forty-six ships of the line, and twenty-six frigates, ready for service) than she began to show her determination to break with the latter country. Their Guarda Costas, began again to insult our trade in the West Indies, and attemptswere renewed to prevent our cutting logwood in the Bay of Honduras.

Finding this insufficient to rouse our ministry, the Spaniards began to insult us nearer home. A French privateer having taken an English vessel on the coast of France, brought her to an anchor under the guns of Algeziras, a Spanish fort in the bay of Gibraltar. Sir Edward Hawke, whose squadron was at this time riding in the bay, and Lord Tyrawley, governor of Gibraltar, immediately sent to demand the restitution of the prize, which the governor of Algeziras positively refused. The English officer who carried this demand, being attended with a number of armed boats, proceeded to cut the ship out and to bring her off; but the castle gave him so warm a reception, that above a hundred of his men were either killed or wounded. The court of Spain approved of the governor's conduct, and pretended to be violently offended with that of Sir Edward Hawke. England bore this outrage with surprising patience: and the impression it made was soon obliterated by a greater.

The Antigallican, an English private ship-of-war, of thirty carriage and sixteen swivel guns, commanded by Captain William Foster, cruizing in the bay of Biscay, fell in with Le Duc de Penthievre, a French East Indiaman, on the 26th of December, about seven leagues from Ferrol. The Indiaman, mounting fifty guns, being to windward, bore down upon the Antigallican, and fired a gun to bring her to. She then hoisted her colours. The Frenchman, fired a broadside, and half another, with considerable effect, before the Antigallican returned the compliment. A close engagement ensued, and continued three hours, when the Indiaman struck, her captain and twelve men being killed, and her second captain and twenty-seven men wounded. They were, at this time, five leagues and a half distant from the light-house at Corunna. Captain Foster attempted to carry his prize into Lisbon; but, finding it impossible to make that port, he bore away for Cadiz, where, as soon as he came to an anchor, the officers of the Indiaman deposed upon oath, that their ship was in all respects a legal prize. The court of Spain sent a positive order for the prize to be delivered to the French consul, under the pretext that she was taken so near a Spanish fort, as to be within the distance held to be neutral by the law of nations; and the governor of Cadiz, on Captain Foster's refusing to strike the English colours, sent a sixty-gun ship and a thirty gun frigate to reduce the Penthievre to obedience by force. They continued firing upon her nearly two hours, shot away the ensign, killed the sailor who was sent to strike her pendant, and wounded seven of her men. Captain Foster was then told that he was not a prisoner, and suffered to go on shore, he was next morning dragged to prison, and his crew, after being robbed and abused by the Spanish soldiers were thrown into a loathsome dungeon, where they must inevitably have perished of hunger, but for the humanity of the British consul. These unhappy men were not released till the 5th of March.

Strange and incredible as such a circumstance must now appear, it is nevertheless, true, that this insolence and cruelty on the part of Spain was passed over without any marks of resentment by our pacific ministers, but the nation was not disposed to be so quiescent under insult and degradation. General Braddock's defeat the reduction of Oswego, and other forts in North America, with the loss of Minorca, and general mismanagement of that navy, which, from being the terror of the world, was now sunk into a mere name, had raised their murmurs to such a height, that the king at last consented to dismiss part of the ministry, whose measures had brought these disgraces on the nation; and accordingly Mr. Pitt was appointed secretary of state for the southern department, and Mr. Legge nominated chancellor of the exchequer. This partial change in the administration, however, did but little good, for the old leaven still remained, and defeated all the projects of the two new ministers. The king's Hanoverian prejudices were roused by their enemies, and these two patriotic colleagues were scarcely seated in their places before it was determined to displace them again. The whole nation was in a flame at this ill-judged measure. The two ex-ministers were addressed and complimented from all parts of the kingdom, and the king, compelled to yield to the popular voice, reinstated them in their offices, appointing at the same time the Duke of Newcastle to be the first lord of the treasury, Mr. Fox paymaster general of the army, and Lord Anson first lord of the admiralty.

The first naval expedition, which was planned after the formation of this new cabinet was the reduction of Rochfort, for which purpose, a formidable fleet, under the command of Sir Edward Hawke, was ordered to Spithead, and ten regiments of foot, under the command of Sir John Mardaunt encamped on the Isle of Wright previous to their embarkation.

The destination of this formidable armament remained a secret for some time; but was, at last, generally understood to be intended against some part of the coast of France. Mr. Pitt, aware of the necessity of proceeding with all possible expedition, repeatedly urged the departure of the fleet; but by some unaccountable fatility, the transports did not arrive at St. Helen's till the 4th of September. The troops were embarked with all possible speed, and the fleet got under sail on the 8th. This armament consisted of the following ships of the line and frigates,

SHIPS.	CAPTAINS	GUNS.
Royal George	Buckle	100
Ramillies (Adm. Hawke)	Hobbs	90
Neptune	Galbraith	90
Namur	Dennis	90
Royal William	Taylor	84
Barfleur	Graves	80
Princess Amelia	Colby	80

	SHIPS.	CAPTAINS.	GUNS.
	Magnanime	Howe	74
	Torbay	Keppel	74
	Dublin	Rodney	74
	Burford	Young	70
	Alcide	Douglas	64
	America	Byron	60
	Achilles	Barrington	60
	Medway	Proby	60
	Dunkirk	Digby	60
Frigate	Southampton	Gilchrist	32
	Coventry	Scrope	28
	Cormorant	Clive	18
	Postilion	Cooper	18
	Beaver	Gascoigne	18
	Pelican	O'Hara	16

The fleet sailed from St. Helen's with a fair wind. The troops on board being totally ignorant of their destination till the 15th, when the orders issued by Sir John Mordaunt relative to the nature of the service on which they were sent, put the matter out of doubt. They stood into the bay of Biscay, and on the 20th made the isle of Oleron. Sir Edward Hawke sent immediate orders for Admiral Knowles to proceed with his division to Basque Roads, and to attack the fort on the isle of Aix. Admiral Knowles, as soon as he received these orders, made sail with his division, and prepared his ships for action; but he had scarcely taken leave of Sir Edward Hawke, before a French man-of-war was observed standing in toward the centre of the English fleet. When this singular phenomenon appeared, Admiral Knowles was between decks with general Conway, and it appeared did not attend to the first information brought by his lieutenant. However, in consequence of a second message, the admiral came upon deck, and, with his spy-glass, discovered this strange sail to be a two-deck-ship. Admiral Knowles recollecting that he was sent on a different service, was in doubt whether he should make a signal for any of his division to chace; during this hesitation the French ship discovered her mistake, tacked and bore away with all the sail she could crowd. The admiral continued still to doubt, and doubted so long, that all possibility of coming up with her before night vanished. At last, however, Admiral Knowles ordered the Magnanime, and the Torbay to give chace. They chaced as long as they could see their object, and next morning rejoined the fleet.

On the 21st, Admiral Knowles, with the division under his command, made sail towards the land; but the weather proving hazy, the pilots refused to carry the fleet in. This evening the troops were in full expectation of landing; but about seven o'clock the ships tacked, and came to an anchor near the isle of Rhe. On the 22d, the fleet entered the bay called the Road of Basque, between the islands of Rhe and Oleron, and there remained at anchor during the night. About eight next morning, Admiral Knowles, in the Neptune, with the Magnanime, the Barfleur, America, Alcide, Burford, and Royal William, made sail towards Aix, a small island in the mouth of the river leading up to Rochfort. Captain Howe, in the Magnanime, led the van. At half-past twelve, the fort upon the island began to fire upon him. He, however, continued to advance with the utmost composure, without firing a single shot, continually urging his pilot to lay the ship as close to the fort as possible. The moment he came abreast of the battery, he let go his anchors, and fired a broadside, which drove most of the Frenchmen from their guns. From this time the fire from the battery gradually ceased, and in an hour after she struck her colours. There were nearly thirty pieces of cannon upon the island; but only six were brought to bear upon the ships. The fortifications of Aix were planned by the great Vauban; but the execution of that plan had been so totally neglected, that the island was, at this time, entirely defenceless.

As soon as the French colours were struck, an English regiment landed and took possession of the island, about five or six miles in circumference, entirely covered with vines, which yield a meagre wine, the common beverage of the country. The garrison consisted of about five hundred men, part soldiers and part sailors, most of whom had been landed from the continent on the day preceding the attack, and were made prisoners of war.

The conquest of the isle of Aix, though of little importance, considered as an omen of success, gave vast spirits to the whole fleet, and inspired the troops with such ardour, that, if they had been immediately landed on the continent they would probably have succeeded in any possible attempt.

But the spirit of delay and deliberation, rather than of enterprize seemed to rule in the councils of the rulers of this expedition; and eight days were suffered to elapse before any thing was decided on, and during that time the enemy of course did all that was possible towards a vigorous defence.

On the 28th, after various contradictory resolutions, the Ramillies hoisted a signal for the commanders of ships to come on board, and at eight the same evening, orders were issued for the troops to prepare for landing the same night. Twelve hundred men were accordingly ordered into boats, in full expectation of a signal at midnight to put off.

In this situation they remained, the boats beating against each other, for it blew rather fresh, till about three in the morning; when, instead of a signal to put off, a laconic order. came for the troops to return to their respective transports. This order was obeyed, but not without a general murmur of dissatisfaction.

Disgusted with the inconsistent proceedings of the army, Sir Edward Hawke, on the 29th of September proposed to Sir John Mordaunt, by letter, that if he had no farther object in view, the fleet should return to England, and the land officers agreeing to this proposition, the whole squadron sailed, with the first fair wind, and came to an anchor at Spithead on the 6th of October.

The total failure of this expedition created a general dissatisfaction at home, but none were more sincerely concerned than the minister who had planned it, and in order to satisfy the people, and exculpate *himself*, a board of enquiry was formed, consisting of the Duke of Malborough, Lord George Sackville, and General Waldegrave. The report, however, which they made, was so vague and unsatisfactory, that it was afterwards thought necessary to bring Sir John Mordaunt to trial by a court-martial, by whom he was honourably acquitted; and, in fact, it appears difficult to ascertain what were the real causes of the failure of this important expedition.

In the East Indies, the British arms were more fortunate, for there unanimity, and the spirit of enterprize triumphed over every difficulty, and ensured success.

The murder of our brave countrymen at Calcutta, excited just indignation, and immediate revenge was determined on. Accordingly Admiral Watson having taken on board Colonel Clive and his small army, sailed for Calcutta, where he arrived on the 28th of December, having with him the Kent, Tyger, Salisbury, Bridgewater, and Kingfisher sloop. On the following day Colonel Clive, with a small body of troops landed, and attacked a fort called Busbudgia, and being seconded by a smart cannonade from the ships, the fort was soon abandoned by the garrison. The other forts and batteries were all deserted, as the ships proceeded up the river, and on the 2nd of January 1757, after a brisk cannonade from the Kent and Tyger, the town itself surrendered with the loss on our part of only nine seamen and three soldiers. Elated at this success, the British commanders resolved to attempt the reduction of Hughly, a city of great trade, higher up the Ganges; and the Bridgewater of twenty guns, with a sloop having on board a detachment of troops under the command of Captain Kirkpatrick, proceeded up the river on the 5th of January, and succeeded in educing the place with very little difficulty.

Enraged at being driven out of his most important possessions, the Nabob of Bengal, hastily assembled an army of ten thousand horse, and fifteen housand foot, with which on the 2d of February he encamped about a mile rom Calcutta.

The British army under Colonel Clive were greatly inferior, in numbers, but notwithstanding this disadvantage their commander resolved to atack the nabob in his camp, and Admiral Watson readily agreed to assist him with as many seamen as could be spared from the fleet.

Six hundred were therefore landed under the command of Captain Warwick, at one in the morning of 5th of February, and at three, he led on his little army to the attack.

Taken thus by surprise, the nabob made but a feeble resistance, and soon retreated with the loss of a thousand men, killed and wounded, and taken prisoners. He was also by the issue of this battle, compelled to sign articles of capitulation, which threw considerable advantages into the hands of the East India company.

The conquerors now resolved to turn their arms against Chandenagore, a flourishing French settlement on the same river; and Colonel Clive with seven hundred British troops, and about sixteen hundred Indians, marched, and having gained possession of the principal outposts, awaited the arrival of the fleet. On the 18th of March, the Admirals Watson and Pococke, with the Kent, Salisbury, and Tyger men-of-war, came to an anchor two miles below Chadegore, where they found their farther progress impeded by booms, and chains, which the enemy had thrown across the river. By the 24th these obstacles, were, by the exertions of our brave sailors, removed and the ships began a furious cannonading on the fort, while Colonel Clive commenced an attack by land, and in three hours after, the enemy hoisted a flag of truce, and this important settlement surrendered by capitulation. The garrison of Chanderagore consisted at this time of five hundred Europeans, and twelve hundred Indians, well provided with ammunition and subsistence, and having a hundred and twenty three pieces of cannon mounted on the ramparts, and this important conquest, was achieved with the loss of forty men on the part of the victors.

The year 1758 commenced with much more spirit than had been of late evinced in our naval affairs, which was principally owing to the vigilant activity of the prime minister, Mr. Pitt.

On the 19th of February, Admiral Boscawen, sailed from St. Helen's with a fleet of forty-one men-of-war, while Sir Edward Hawke, with a squadron, blocked up the French ports in the bay of Biscay; and another commanded by Admiral Osborne was sent to cruize between Cape de Gatte and Carthagena on the coast of Spain. There were, at this time, three small squadrons of French ships of war in the different ports of Toulon, Carthagena and Brest, under the command of Monsieur du Quesne and Monsieur de la Clue, who had orders to steal away for Louisbourg, jointly or separately. The former of these commanders, in order to join the latter at Carthagena, sailed from Toulon on the 25th of April, on board the Foudroyant of eighty guns, attended by the Orphè of sixty-four, the Oriflamme of fifty, and Pleiade of twenty-four guns. Admiral Osborne, had stationed the Gibraltar frigate in the offing of that harbour to watch their motions. And as soon as Du Quesne's squadron appeared, the Gibraltar sheered off, and gradually decoyed the enemy, until two in the morning of the 27th, du Quesnes found himself in the midst of Osborne's fleet. The French admiral, immediately made a signal for his squadron to disperse, and were as immediately pursued by detachments from Osborne's fleet, who, with the remainder of his fleet, continued to block up the harbour of Carthagena. The Pleiade, being a prime sailer, escaped. The Oriflamme was chaced by the Monarque and Montague, and escaped destruction by running under the guns of a small Spanish fort. The Orphèe was pursued by the Revenge and Berwick, and was taken by the first of these ships, in sight of Carthagena. The Foudroyant was chaced by the Monmouth, Swifisure, and Hampton Court. About seven in the morning the Foudroyant and Monmouth began to fire at each other, the fleet being then totally out of sight. The Foudroyant had one thousand men on board, and mounted eighty guns, forty-two and twenty-four pounders; the Monmouth mounted only sixty-four twelve and twenty-four pounder, and her complement of men was no more than four hundred and seventy. Notwithstanding this disparity, Captain Gardiner, who commanded the Monmouth, resolved, at all events, to vanquish his enemy, and brought his ship within pistol-shot of his antagonist. About nine o'clock Captain Gardiner was shot through the head by a musket-ball. He lingered till the day following, and then died, universally regretted and lamented, particularly by the officers and crew of his own ship. Soon after the captain fell, the Monmouth's mizen-mast came by the board; on which the enemy gave three cheers, and the crew of the Monmouth returned the compliment a few minutes after, on the mizen mast of the Foudroyant being also shot away. This disaster was soon followed by the fall of her main-mast, the fire came so incessant and intolerable from the Monmouth, hat the French sailors could no longer be kept to their guns, and the nighty Foudroyant struck a little after one o'clock. This action, was unloubtedly, one of the most glorious in the naval history of Britain, and must ever remain an incontestable proof of our naval superiority.

The Orphèe and Foudroyant being taken, and the commander in chief being a prisoner, Monsieur de la Clue gave up all thoughts of passing the Straits of Gibraltar, and returned from Carthagena to Toulon, where his Squardron was laid up. In the mean time the French ministry, not depenng entirely on their Mediterranean fleet for the protection of Louisbourg and he reinforcement of their army in North America, had prepared a consilerable fleet of transports and store ships at Rochfort, Bourdeaux, and ither ports in that neighbourhood. These transports, with three thouand troops on board, were ordered to rendezvous in April, and to sail uner convoy of six ships of the line and several frigates. Effectual meaires were, however, taken by the English minister to frustrate the design. ir Edward Hawke, with seven ships of the line and three frigates, sailed own the bay of Biscay, and on the 3d of April brought up in Basque Road, here he discovered five French ships of the line and seven frigates at anhor near the isle of Aix, who no sooner saw tne English fleet than they egan with the utmost precipitation to slip their cables, and fly in great onfusion. Some of them escaped to sea; but far the greater number rew their guns and stores overboard, and running into shoal water, stuck the mud. Next morning several of their men-of-war and transports ere seen lying on their broadsides; but being out of the reach of his guns, r Edward Hawke left them to their fate, perfectly satisfied with having strated their intention of sailing to America.

The remainder of the transports, twelve in number, sailed from Bouraux, under convoy of the Galatea, a frigate of twenty two, and a letter marque of twenty guns.

In the Bay of Biscay, however, they encountered the Essex of sixty-four ns and the Pluto and Proserpine fire ships, which were on their way to in Admiral Sir Edward Hawke, and, after a sharp contest the French igate, the letter of marque, and one of the transports were captured by e English, and two more of the transports afterward fell into the hands the Antelope and Speedwell sloops.

We have now to record one of those melancholy accidents to which the venturous mariner is particularly exposed, and which presents to our imanation, one of the most awful pictures of human sufferings and desir that can be conceived. On the 13th of April, the Prince George, of ghty guns, commanded by Rear-admiral Broderick and Captain Peyton, was discovered to be on fire, between one and two in the afternoon. The ship was on her passage to the Mediterranean, with a convoy of merchantmen, but none of them dared hazard their own safety by approaching her, and notwithstanding all the efforts that human skill and ingenuity could devise to check the raging element, the unfortunate Prince George continued to burn down to the water's edge, and at six o'clock in the evening sunk entirely, and with her perished nearly two-thirds of her ill-fated crew.

Admiral Broderick, Captain Peyton and the chaplain were among the few that were saved; the former, after buffetting the waves nearly an hour, and being on the point of yielding to the fate that threatened him, was at last discovered and taken up by one of the boats belonging to the merchantmen under his convoy.

One of the most extraordinary, and at the same time, successful expeditions of this period, was planned and executed by a quaker named Thomas Cuming. Mr. Cuming, during a long residence on the coast of Africa had become personally acquainted with Amir the *Moorish king* of Legibelli, who being extremely dissatisfied with the French, wished eagerly for an opportunity to drive them from their settlements on the river Senegal, and promised all the assistance in his power to the arms of Britain, if directed to that purpose. Having ascertained precisely the situation and strength of the French forts, Mr. Cuming, on his return to England, communicated his observations and ideas to the board of trade, and his project was finally recommended to, and adopted by the ministry. The ships ordered for this service were the Nassau of sixty-four, the Harwich of fifty, and the Rye of twenty guns, attended by the Swan sloop, and two busses. They had on board two hundred mariners, commanded by Major Mason, and a detachment of matrosses, under Captain Walker; ten pieces of cannon and eight mortars.

This small squadron, commanded by Captain Marsh, and conducted by Mr. Cuming, sailed from Plymouth on the 9th of March, and on the 24th of April come to an anchor in sight of Fort Louis, which is situated on the island of Senegal, about four leagues within the bar. The French governor of this fort, as soon as he discovered the English squadron, sent down an armed brig and six sloops to dispute the passage of the bar. A brisk, but ineffectual cannonading ensued, and the wind blowing up the river, Captain Miller of the London buss, passed the bar and came to an anchor, where he remained all night exposed to the fire of the enemy. He was followed next morning by the other small vessels, some of which ran a-ground and bilged. The troops on board these vessels immediately took to their boats, and landed on the east shore of the river. The next morning they were reinforced by a detachment of three hundred and fifty seamen, and now began to meditate an attack upon Fort Louis. But the governor, not choosing to wait the event, sent two deputies with offers of surrender. And on the 1st of May the English took possession of Fort Louis, and all the settlements belonging to France on the river Senegal, were at the same time ceded to the king of Great Britain. Thus this important conquest, was achieved in a manner perfectly consonant with the principles of the religion of the conductor, namely, without spilling a single drop of human blood. There were found in the fort ninety-two pieces of cannon, some treasure, and a considerable quantity of goods. This business being accomplished, and Fort Louis garrisoned by English troops, the men-of-war proceeded to attack the island of Goree, about thirty leagues distant from Senegal; but their force being insufficient, the attempt miscarried.

On the 26th day of May, the Dorsetshire, Capt. Dennis, of seventy guns, cruizing in the bay of Biscay, fell in with the Raisonable, a French man-of-war of sixty-four guns and six hundred and thirty men, commanded by le prince de Mombazon, who defended his ship with great resolution, till one hundred and sixty of his men were killed and his hull and rigging cut to pieces.

The expedition of the preceding year, against the coast of France, having failed, did not discourage that enterprizing and patriotic minister, Mr. Pitt, from a similar attempt, though, on a somewhat larger scale, and, accordingly, for this purpose, nearly thirteen thousand men, commanded by the Duke of Marlborough, having under him Lord George Sackville, the Earl of Ancram, and Major-general Waldergave, Mostyr, Drury, Elliot, and Boscawen, were embarked for this service. Two fleets were also assembled at Spithead, the first commanded by Lord Anson, of twenty two sail of the line; the other, under Commodore Howe, composed of frigates, sloops, transports, &c. This formidable force sailed from St. Helen's on the first of June, Lord Anson standing away with the line of battle ships to the west to block up the harbour of Brest, and prevent the French fleet coming out, while Commodore Howe steered athwart the channel with the frigates, transports, &c. in order to land the troops. The weather proved so tremendous, that one of the store ships lost her mast in the night, and on the 3rd, one of the transports struck on a rock near the island of Sark, but the crew and troops on board were fortunately saved. On the 4th Commodore Howe came to an anchor within three leagues of St Malo, and on the following morning, weighed before day-break, and stood into the bay of Cancalle, where the troops were landed, without any other opposition than from a battery of two guns, fired by a brave old Frenchman and his son, who maintained their post till the poor old man was wounded by a shot from one of our frigates. There were at this time seven companies of the enemy's foot and three troops of dragoons at Cancalle; but these troops retired to St. Malo. The British grenadiers landed a little before sunset, attended by five volunteers of distinction, whose names deserve to be recorded. They were Lord Down, Sir John Armitage, Sir James Lowther, Mr. Francis Blake Delaval, and Mr. Berkley. The entire disembarkation was completed on the 6th, and the whole army encamped near Cancalle; the grenadiers and the light horse being advanced about a mile in the front of the line.

On the 7th, at break of day, the army marched towards St. *Malo* in two columns, and far from meeting with any opposition, found the villages and hamlets through which they passed entirely deserted. They proceeded in good order without beat of drum, and, after a march of six miles, encamped at the distance of a little more than a mile from the town of St. Malo. While they were employed in pitching their tents, the light horse, with the piquets of the whole army marched toward the town, and were saluted by a few shot from the cannon on the ramparts. As soon as it was dark the piquets marched down to the harbour, where they found a considerable number of privateers and other small vessels, most of which, it being low water, were laid dry. Having set fire to all the shipping, they proceeded to communicate the flames to the magazines of pitch, tar, ropes, &c. all which were entirely destroyed, except one small store-house, which, if it had been set on fire, must, from its situation have destroyed most of the houses in the suburbs, and which was spared from a noble principle of humanity; the number of ships destroyed was about one hundred and twenty. The army continued unmolested in its encampment till the 10th, when the tents were struck, and the whole body marched back to Cancalle. While the main body of the troops were thus employed, a battalion of the guards, under the command of Colonel Cesar, marched twelve miles up the country, to a town called Dolle, where they were politely entertained by the magistrates, continued one night in the town without committing the least act of hostility, and then returned. A party of English light horse penetrating a few miles farther, fell in with the videts of a French camp, two of which they took, and brought prisoners to Cancalle.

The purpose of this invasion being now fully accomplished the troops were re-embarked, and on the 16th, the fleet sailed, after contending with contrary winds until the 28th, they then again steered for the coast of France, and ran in with the land, near Havre, but toward evening it blew fresh, to avoid the danger of a lee-shore, they were again compelled to stand out to sea. The wind moderating the next day, the fleet again ran in with the land, and the Duke of Marlborough, and Commodore Howe went in a cutter to reconnoitre the shore. On the 29th the fleet bore away before the wind, and the troops received orders to be ready for disembarkation at eleven o'clock at night, but as the time approached, the wind off shore gradually encreased, until it became perfectly impracticable to make the attempt, and on the following morning, the Duke of Marlborough upon enquiry found that their stock of provisions, water, &c. were so nearly exhausted, that it would be dangerous to remain any longer in so variable a climate, on a hostile coast, and accordingly resolved to return to England, where they safely arrived the following evening, and the troops were encamped upon the Isle of Wight, until their services should be again required.

We must now quit Europe, to follow Admiral Boscawen to North America, for which destination, we have already mentioned he sailed with a considerable fleet on the 19th of April. On the 9th of May, he arrived at Halifax in Nova Scotia, and having taken on board, an army of fourteen thousand men, commanded by the Major General Amherst, again sailed on the 28th of the same month, and on the 2d of June anchored in the bay of Gaberous, about two leagues westward of Louisbourg. When the fleet first came to an anchor, the surf ran so high, that no boat could approach the shore, and in addition to this natural obstacle, the French governor Le Chevalier Ducour, had taken every possible precaution to prevent a landing by throwing up entrenchments, erecting batteries, and forming a chain of redoubts along the coast, extending more than two leagues, and a half. There were in the harbour also six ships of the line, and five frigates, three of which were, during the siege, sunk at the entrance. These difficulties appeared so insurmountable to many of the officers that they advised Admiral Boscawen to call a council of war, but the gallant admiral fortunately for his country, and his own reputation disregarded their advice, and determined to land the troops at all events.

On the 8th of June the weather being more moderate, the grenadiers and light infantry were in the boats before break of day. The frigates and armed sloops began to scour the coast, by an incessant fire upon the enemy; while the boats rowed briskly toward the shore in three divisions, commanded by the generals Wolfe, Whitmore, and Laurence. When they approached the land, they met with a warm reception from the enemy, and the surf ran so high that many of the boats were staved, and some of the soldiers drowned. General Wolfe leaped into the sea, and being followed by his whole division, formed his people on the beach, and marched intrepidly to the nearest battery. The other two divisions followed his example, and the enemy soon fled in confusion. The remainder of the army, cannon, and stores, were landed with all possible speed, and the town was regularly invested. In landing the troops, three officers, four serjeants, one corporal, and thirty-eight private men, were killed or drowned; five lieutenants, two serjeants, one corporal, fifty-one men wounded. The enemy, when they fled from their intrenchments, left behind them seventeen pieces of cannon, fourteen large swivels, two mortars, a furnace for red-hot balls, small arms, ammunition, stores, tools and provisions in considerable quantity.

The Chevalier Drucour, having received his detachment into the town, prepared for a vigorous defence. Meanwhile, General Amherst, being greatly annoyed by the fire from the enemy's ships in the harbour, and also from the island battery, detached General Wolfe, with a considerable body of troops, with orders to take possession of the light-house point, which was executed with great alacrity, and a powerful battery erected, which, on the 25th, silenced that of the enemy on the island. On the 29th, the besieged sunk four ships at the entrance of the harbour, and also made several sallies from the town, when they were repulsed with loss. The British army continued to approach the town, in a regular and scientific manner, and on the 13th of July the besiegers were about six hundred yards from the covert way.

On the 21st, a shell from our battery on the light-house point set fire to one of the enemy's ships in the harbour. She immediately blew up, and two other men-of-war having caught the flame were also destroyed. These were the Entreprenant, the Capricieux, and the Celebre: so that the Prudent and the Bienfaisant were the only ships of force remaining. In the night of the 25th the first of these two was set on fire, and the other towed triumphantly out, by a detachment of seamen under the command of Captains Laforey and Balfour. This gallant exploit merits a circumstantial relation. By the admiral's orders, a barge and pinnace from every ship in the fleet assembled under the stern of the Namur. These boats were manned only by their proper crews, armed chiefly with pistols and cutlasses, and each boat commanded by a lieutenant and midshipman. From thence they proceeded, by two or three at a time, to join Sir Charles Hardy's squadron near the mouth of the harbour. Being there re-assembled in two divisions, under the two captains above-mentioned, about midnight they paddled into the harbour of Louisbourg unperceived. The night was extremely dark, and the seamen were profoundly silent. They passed very near the island battery undiscovered, the darkness of the night, and a thick fog, prevented their being seen, whilst the perpetual din of bombs, cannon, and musketry, both of the besieged and besiegers, effectually covered the noise of their oars. As soon as each division came near enough to perceive their object, the two men-of-war were immediately surrounded by the boats, which all fell aboard at the same instant, and the several crews, following the example of their officers, scrambled up every part of the ships, and, in a few minutes, took possession of their respective prizes. The resistance was very feeble, and consequently the loss of men on either side inconsiderable.

Day-light and the shouts of our sailors, having at length discovered to the enemy on shore, that their ships were in possession of the English, they immediately pointed every gun that could be brought to bear upon the boats and prizes, and a furious discharge of cannon ensued. Those who were in possession of the Prudent, finding her a-ground, set her on fire, and then joined the boats which were now employed in towing off the Bienfaisant, which with the assistance of a favourable breeze, was triumphantly carried away and secured.

On the 26th, while Admiral Boscawen was preparing to send six ships into the harbour, he received a letter from the Chevalier Drucour, offering to capitulate on the same terms that were granted to the English at Minorca. The admiral insisted on the garrison remaining prisoners of war, and with these terms the governor finally complied, and the capitulation being signed, the British troops took possession of Louisbourg on the 27th, and the two islands of Cape Breton and St. John were ceded to his Britannic Majesty. The ships of war lost by the French on this occasion were the Prudent of seventy-four guns, Entreprenant seventy-four, Capricieux sixty-four, Celebre sixty-four, Bienfaisant sixty-four, Apollo fifty; Chevre, Biche and Fidelle frigates sunk at the harbour's mouth; Diana of thirty-six taken by the Boreas; Echo of twenty-six taken by the Juno.

Towards the latter end of the year, the British minister resumed his designs of alarming the French coast, and creating a diversion of their armies by an attempt at invasion, and accordingly part of the troops which had been employed on the last expedition were embarked on board the fleet, under Commodore Howe, and sailed from St. Helens on the 1st of August. The command of these forces were given to Lieutenant-general Bligh, the Duke of Marlborough and Lord George Sackville, who had commanded in the former expedition, being now on service in Germany. On the 6th, the fleet came to an anchor, in the Bay of Chesbourgh. A few shells were thrown into the town the same night, and the next day, at two in the afternoon, the grenadiers and guards, commanded by General Drury, landed from their flat-bottomed boats without opposition. Having hastily formed his troops on the beach, the general attacked a party of the enemy, who were drawn up to receive them, and soon forced them to fly with considerable loss, leaving behind them two pieces of brass cannon. The remainder of the infantry were soon disembarked, and General Bligh marched to the village of *Erville*, where he pitched his tents for the night. To the surprise of the English army, not a French soldier was to be seen on the following morning, the forts as they advanced, were all found deserted, and the invading army proceeded without interruption to Chesbourg, which they entered without receiving or firing a single shot.

General Bligh now proceeded, according to his instructions, to demolish the harbour and bason, which had been constructed at an immense expence, by Louis XV, as an asylum for his fleet. The fortifications were also destroyed. Twenty-seven ships were burnt in the harbour, a hundred seventy-three pieces of iron ordinance, and three mortars were rendered useless, and twenty-two brass cannon, and two mortars were sent to England. These cannon were for some time after exposed to public view in Hyde Park, and afterwards drawn through the city in triumphant procession. This great work of destruction being finally accomplished, on the 16th of August the troops evacuated Chesbourg, and re-embarked on board the fleet, having sustained but a trifling loss of men, and only one officer of note, the gallant Captain Lindsay, who was killed in a skirmish while reconnoitring the French camp at Walloig, twelve miles from Chesbourg.

Pursuant to his private instructions, General Bligh now resolved to attempt a descent wherever it appeared practicable, between the east point of Normandy, and Morlaix, and accordingly the fleet weighed anchor on the 18th of August, but owing to contrary winds, it was the 4th of September before they came to anchor, in the Bay of St. Lunaire, two leagues west of St. Malo, while the fleet was bringing up, Commodore Howe, with Prince Edward, who attended him, in the capacity of midshipman, went in the commodore's barge to reconnoitre the shore, and seeing the appearance of an enemy, it was resolved to disembark the troops without loss of time, and this was effected, though not entirely without misfortune.

One of the flat-bottomed boats being run down by the Brilliant, was overset, and five soldiers drowned. As soon as the troops were landed, Sir William Boothby, with three hundred grenadiers, was detached with orders to destroy all the vessels in the harbour of Briac, near St. Malo. He executed his commission effectually; but the number of vessels in that harbour did not exceed fifteen.

The British army continued in their encampment near St. Lunaire four days, which were spent in deliberations, and the attack upon St. Malo was finally determined to be impracticable, Commodore Howe having declared that it was impossible to re-embark the troops from the place where they had landed, it was resolved that the troops should march over land, and that the fleet should, in the mean time, proceed to the bay of St. Cas, and there remain ready to receive them. On Friday the 8th, in the morning, General Bligh began his march towards the village of Gildau, where he was told the river was fordable at low water. The day's march, though short, proved fatiguing to the troops, on account of the heavy rain and bad roads; and, as the army marched in a single column, it was night before the rear came to their ground. Orders were therefore issued to prepare for passing the river at six o'clock next morning, and the army went to rest. Next morning, at six o'clock, the troops were ready to plunge into the river, when it appeared that the general had been so totally misinformed as to the time of fording, that it was now high instead of low water, and that it would be three in the afternoon before the troops could pass.

The army forded the river in two columns, without any other molestation, than a volley or two of musquet-shot from the opposite village, by which Lord Frederick Cavendish, and a few grenadiers were slightly wounded. On Sunday morning the army again decamped, and marched towards Mattignon. When the advanced guard approached the town, they saw a party of French dragoons, and observed that the hedges were lined with foot which seemed to be regulars, the grenadiers were, therefore, ordered to advance, and they pressed forward with great eagerness; but the enemy did not think fit to wait for them. Having marched about four miles, the army encamped to the southward of Mattignon, after parading through the town by beat of drum.

It is very evident that at this period, General Bligh had not the least suspicion that an army of superior force was within a few hours march of his camp, and so confident and exulting was the language of some of the superior officers on this day, that they were frequently heard to exclaim——By G—d, a man might march through France with a single company of British grenadiers. This imaginary safety however soon vanished, for the same evening a French soldier was brought in a prisoner, who informed General Bligh, that nine battalions of foot, two squadrons of dragoons, and five thousand guardes des costs were on their march towards them, and not then above two leagues distant. The general, however, so far disregarded this information, that it only produced an order to the English *piquets to* be particularly vigilant. During the night, the advance guard of the French army came so near as to exchange some shot with the outposts. Nevertheless, General Bligh continued so totally unapprehensive, that he ordered the usual drums, preparatory to a march, to beat next morning at three o'clock, and the army marched, in a single column, towards St. Cas, which is about a league from Mattignon. If the troops had marched in two columns, they would have reached their ships in half the time. Meanwhile the frigates which were intended to cover the embarkation, and the boats, were approaching the land.

The rear of the English army had scarcely quitted the height before it was possessed by the enemy. As soon as they began to descend, Commodore Howe made a signal for his frigates to fire; which order was executed with so much skill and dexterity, that many of the French were killed, and their whole army thrown into confusion. The British troops were now all embarked, except the grenadiers and four companies of the first regiment of guards; in all about fourteen hundred men. The enemy continued to advance, and their cannon destroyed some of our boats. General Drury, who was now the senior officer on shore, formed his little army, and most imprudently advanced up the hill to meet his enemy. By this manœuvre he quitted a parapet of sand banks, and effectually silenced the frigates, which could not now fire without destroying their friends. This inconsiderable body of English troops, with every disadvantage of situation, however, maintained their ground against ten times their number, till most of them had entirely spent their ammunition. When, after making terrible havock in the enemy's ranks, they yielded to necessity, and retreated to their boats. Unhappily, the boats were insufficient to receive half the number of men which now crowded to the beach; and were consequently in an instant so overloaded, that most of them were a-ground. In this horrible situation, exposed to the continual fire of a numerous army, they remained some time; till at last, the commodore himself leaped into his boat, and, rowing to the shore, took one of the flat-boats in tow. The rest of the fleet followed his example, and about seven hundred men were brought on board. The other half were either shot, taken prisoners or drowned. Among the killed were Major-General Drury, Lieutenant-Colonel Wilkinson, and Sir John Armitage, a volunteer. Lord Frederick Cavendish, Lieutenant-Colonels Pearson and Lambert, and sixteen officers of inferior rank, were taken prisoners. Four captains of men of war, viz. Rowley, Mapleson, Paston, and Elphinston, who went on shore in order to expedite the embarkation of the troops, were also obliged to surrender. Eight seamen were killed, and seventeen wounded.

This terrible disaster was very justly ascribed to a total want of military knowledge in the general, whose dilatory proceedings on the fatal day of embarkation, admit of no apology. But, though our loss on this occasion was considerable, the enemy had no great cause of triumph: they had defeated a rear-guard of fourteen hundred men, with an army of at least fifteen thousand, and their loss in killed and wounded was much greater than that of the English. Commodore Howe returned to Spithead, and the troops were disembarked.

We have already mentioned, that an attempt was made after the reduction of Senegal, by our forces, upon the Island of Goree, but which failed, from the want of sufficient naval force.

The British ministry therefore determined upon renewing the attempt, and, accordingly a small squadron, consisting of four ships of the line, two frigates, and two bomb ketches, commanded by Commodore Keppel, having on board ten hundred land forces, under Colonel Worge, sailed for Cork, on the 11th of November, and after a tempestuous voyage, anchored in the road of Goree, on the 24th of December.

On the 28th, in the morning, the troops were ordered into the boats, ready for landing, and a general cannonading from the ships began, which was answered by the enemy with such spirit, that above a hundred of the English were killed or wounded. Nevertheless, the French garrison, though not one of them was killed, were so terrified by the fire from the ships, that the governor was obliged to surrender at discretion. A detachment of marines was landed, to take possession of the island, and the British flag was hoisted on the castle of St. Michael.

Mr. Keppel, having taken his prisoners on board, and left a sufficient garrison under the command of Major Newton, touched at Senegal, and then returned to England. But this expedition, though successful, was not unattended by misfortune. The Litchfield of fifty guns, a transport, and a bomb-ketch, were on their outward passage separated from the fleet, and wrecked on the coast of Barbary, about nine leagues to the northward of Saffy. A hundred and thirty people, among whom were several officers were drowned. Captain Barton, with about two hundred and twenty, reached the inhospitable shore. They suffered great hardships, and were enslaved by the emperor of Morocco, (though then in pretended alliance with us) till they were ransomed by the king of Great Britain.

Nothing of any great public importance occurred during this year in the West Indies, but several actions took place, which evinced two much gallantry to be passed over unnoticed in a work like this; of these, the most prominent, is an engagement which took place between the Augusta, Captain Forrest, and the Dreadnought and Edinburgh, Captains Suckling, and Longdon, while cruizing off Cape Froneois, a harbour in the Island of St. Domingo. There were at that time, at the Cape, a French squadron of four ships of the line, and three large frigates, but the French commodore, probably not thinking these sufficient force to encounter Captain Forrest's little squadron, mounted several store ships with cannon, and manned them with seamen from the merchant vessels, and soldiers from the garrison. Thus strengthened, he weighed anchor and stood out to sea.

Captain Forest soon discovered this unequal force, and immediately addressing the other two captains, " Gentlemen, you know your own strength, and you see that of the enemy, shall we give them battle"

The answer was instantly, " yes" and they accordingly bore down with impetuosity upon the French fleet. The enemy, while in sight of their own coast, fought with great spirit, but after an engagement of more than two hours, the French commodore's vessel was so shattered, that his frigates were obliged to tow him out of the line, and the rest of the squadron availed themselves of the shelter of the night and the land breeze, to escape from farther contest from the three English ships.

Captain Forrest subsequently added to the fame he acquired in this action, by another adventure near the western coast of Hispaniola. Having received information that there was a large French fleet in the harbour of

Port au Prince, ready to sail for Europe, he proceeded thither, having disguised his ship with tarpaulins, and hoisted Dutch colours. The second day after his arrival in those parts, he perceived a fleet of seven sail steering to the westward. He kept from them to prevent suspicion, but at the approach of night, pursued them with all the sail he could crowd. About ten in the evening he came up with two vessels, one of which fired a gun, and the other sheered off. The ship which had fired immediately submitted. Forrest manned her with thirty-five of his own crew, and now perceiving eight sail to leeward, near the harbour of Petit-Goave, ordered them to stand for that place, and to intercept any vessels that attempted to reach it. He himself, in the Augusta, sailed directly for the French fleet, and coming up with them by day-break, engaged them all by turns as he could bring his guns to bear. The Solide, the Theodore, and the Marguerite, returned his fire; but having soon struck their colours, they were secured, and then employed in taking the other vessels, of which none had the fortune to escape.

The nine sail, which, by this well-conducted stratagem, had fallen into the power of one ship, and that even in the sight of their own harbours, were safely couducted to Jamaica, where the rich cargoes rewarded the captors.

Not less deserving of honourable record, in the memory of his countrymen, were the glorious exploits of Captain Tyrrell of the Buckingham of sixty-four guns, who, while in company with the Weazle, commanded by Captain Boles, discovered between the island of Guadaloupe, and Montserrat, a fleet of nineteen sail of French merchantmen, under convoy of the Florissat a French man-of-war of seventy-four, and two frigates, one of thirty eight, the other twenty-six guns.

Captain Tyrrel immediately gave chace, and the Weazle, running close to the enemy, received a whole broadside from the Florissat. Captain Tyrrel, however, ordered Captain Boles to keep aloof, as his vessel could not be supposed to bear the shock of heavy metal; and he alone prepared for the engagement. The Florissat made a running fight with her stern chace, while the two frigates annoyed the Buckingham in her pursuit. At length, however, she came within pistol-shot of the Florissat, and poured in a broadsides, which did great execution, the battle now became obstinate. Captain Tyrrel, being wounded, was obliged to leave the deck, and the command devolved on the brave Mr. Marshall, his first lieutenant, who fell in the arms of victory. The second lieutenant, took the command and finally silenced the enemy's fire. On board the Florissat one hundred and eighty men were slain, and three hundred wounded. She was so much disabled in her hull, that she could hardly be kept afloat. The largest frigate received equal damage. The Buckingham had only seven men killed, and seventeen dangerously wounded: she had suffered much, however, in her masts and rigging, which prevented her from adding profit to glory, by making prizes of the French merchantmen.

In the East Indies, we are sorry to be obliged to record an action, in which the British character was tarnished, by the evident want of that constitutional courage, and accurate circumspection, without which no man should presume to take the command of an English man of war. The action to which we allude, is one that took place between Admiral Pococke's squadron, consisting of seven ships of the line, and a French squadron of eight ships of the line, and a frigate, under the command of the French Commodore d'Ache.

Admiral Pococke's squadron formed the line of battle, and bore down upon the enemy's fleet. The admiral himself attacked the French commodore, who after sustaining a warm action for two hours, in which one of his largest ships was disabled, sheered off. Admiral Pococke's ship was at this time, greatly damaged, and from the cowardice, and misbehaviour of three of the captains under his command, the admiral was unable to follow up the advantage he had gained. During the night, however, Admiral Pococke, made every preparation to renew the attack, but the next morning not one of the Frenchmen were to be seen. On the 3d of August, however, the admiral again fell in with the same squadron, standing to sea, out of the road of Pondicherry, and immediately bore down upon them in order of battle. The French finding it impossible to escape, fired the first shot at the Elizabeth, which happened to be within musket shot of their van, but in less than ten minutes M. d'Ache, set his fore-sail and bore away, and the whole squadron followed his example, maintaining a running fight for more than an hour. At two o'clock they crowded sail, and put before the wind, and, favored by the night, at length escaped into Pondicherry, though in so damaged a state, that their commodore was glad to seize the first opportunity of sailing to the isle of Bourbon to refit, thus leaving the English, though of inferior force, masters of the Indian seas.

The naval operations of the year 1759, commenced in the West Indies, whither a fleet, consisting of nine ships of the line, with one frigate, and six bomb-ketches, together with sixty transports, having on board six regiments of foot, under the command of General Hopson, had sailed at the conclusion of the preceding year, with orders to attack and subdue the

French Caribbee islands. The fleet was placed under the command of Commodore Moore, who had been some time stationed in these parts, and Martinico was destined to be the first point of attack.

The troops were accordingly landed near Port Royal, and a cannonade from the ships soon drove the enemy from their entrenchments ; but it was soon discovered that it was impossible to convey the cannon near enough to bear upon the town, and the troops therefore re-embarked, and the fleet proceeded to reconnoitre St. Pierre, another principal town of Martinico. The attack of this place was, however, by a council of war, deemed unadvisable, and the conquest of Guadaloupe was determined to be attempted. The fleet arrived on the 23rd of January, before the town of Basseterre, the capital of Guadaloupe ; and the Lyon, a ship of sixty guns, commanded by Captain Trelawney, began the engagement, against a battery of ninety guns : the rest of the fleet took their stations a-breast of the other batteries, and the action, in a little time, became general.

All the naval commanders behaved with extraordinary spirit and courage in the attack ; particularly Captains Leslie, Burnet, Gayton, Jekyl, Trelawney and Shuldham. The action had lasted from nine in the morning till five in the afternoon, when the fire of the citadel was silenced. The Burford and Berwick being driven to sea, Captain Shuldham in the Panther was unsupported, and two batteries played on the Rippon, Captain Jekyl, who silenced one of them, but could not prevent his vessel from running a-ground. The enemy, perceiving her misfortune, assembled on the hill, lined the trenches, and poured in a severe fire of musketry : they afterwards brought an eighteen pounder to bear, and, for two hours, raked her fore and aft ; and to complete her distress, a box, containing nine hundred cartridges, blew up on the poop, and set the ship on fire. The captain hoisted a signal of distress, in consequence of which Captain Leslie, in the Bristol, ran in between the Rippon and the battery, and engaged with such impetuosity, as saved Captain Jekyl from the destruction, which threatened him. At seven in the evening, the large ships having silenced the batteries, the four bombs began to play on the town, with shells and carcasses. In a short time the houses were in flames, the magazines of gunpowder blew up with a terrible explosion, and the sugar, rum, and other combustible materials, taking fire, completed this terrible picture.

The loss, on the part of the British, notwithstanding the fierceness of the engagement, was not very considerable. Next day our fleet came to an anchor in the road, off Basseterre, having intercepted several ships, which had endeavoured to escape. The troops landed in the afternoon, without opposition, took possession of the town and citadel, and displayed the

British colours on the walls. The country, however, was still far from being reduced; it abounded in mountains and narrow defiles, of difficult and dangerous access; and the inhabitants of Guadaloupe were determined to defend their possessions to the last extremity. The French were too prudent to hazard a general engagement, but a kind of petty war, in detached parties, in which the British were greatly harrassed by hard duty, and suffered the diseases of an unhealthy climate, which continued from the 24th of January till the 1st of May, when the inhabitants of Guadaloupe thought proper to capitulate. Their example was followed, a few days afterwards, by those of Desirade, Santos, and Petit-terre, three small islands in that neighbourhood; and on the 26th of May, the island of Marie-Galante likewise surrendered, which left the French no footing in the Leeward Islands.

In the meanwhile, the British operations in North America, were carried on, on the most extensive scale. About the middle of February, a squadron of twenty-one sail of the line sailed from England, under the command of the Admirals Saunders and Holmes, two officers of approved conduct and bravery.

Having arrived at Louisbourg, Admiral Saunders took on board eight thousand troops, under the command of General Wolfe. With this armament, it was intended that the general should proceed up the river St. Lawrence, and undertake the siege of Quebec. For this purpose, General Amherst, who commanded an army of regulars and provincials, amounting to twelve thousand men, was ordered to reduce Ticonderoga and Crown Point, cross the lake Champlain, and proceed along the river Richlieu, to the banks of the St. Lawrence, to effect a junction with the armament under Wolfe and Saunders. At the same time, General Prideaux, who commanded the provincials of New York, with a large body of the Indians of the five nations, collected by the influence of Sir William Johnson, was commissioned to invest the French fort erected near the fall of Niagara, and having seized that important pass, to embark on the lake Ontario, fall down the river St. Lawrence, and then co-operate with the united armies. This scheme, however, was too refined and complicated to be put in execution. The operations began by the taking of Crown Point and Ticonderoga; the English standard was also displayed at Niagara.

Admiral Saunders arrived the latter end of June, with his whole embarkation, at the isle of Orleans, a few leagues from Quebec.

The first operation of General Wolfe's troops was to dislodge the enemy from Point Levi, without the command of which the fleet could not have lain in safety in the harbour of Quebec, and then proceeded to erect batteries on the high grounds, which fired continually on the town. Admiral Saunders was stationed in the north channel of the isle of Orleans, opposite the Falls of Montmorenci, while Admiral Holmes proceeded up the river St. Lawrence, beyond Quebec, which not only diverted the enemy's attention from the quarter on which the attack was intended, but prevented their attempts against the batteries already erected by the English. But, notwithstanding this advantageous position, the design was so bold and adventurous, that even the sanguine temper of General Wolfe began to despair of its success; he was determined to attempt it. He caused the troops, therefore, to be transported over the north channel of the river St. Lawrence to the north-east of Montmorenci, with a view, after he had crossed the latter, of enticing the enemy to an engagement. But his endeavours in this way proved ineffectual; and in the meanwhile, the fleet had been exposed to the most imminent danger. A violent storm had caused several transports to run foul of each other; many boats foundered and some large ships lost their anchors. The enemy taking advantage of the confusion produced by this disaster, sent down seven fire-ships from Quebec at midnight, which must have been attended with the most fatal consequences to the whole expedition, had not the English sailors resolutely boarded these instruments of destruction, run them fast a-ground, and prevented them from doing the smallest damage to the British squadron.

The general, despairing of being able to decoy the enemy to an engagement, came at last to the resolution of forcing the French intrenchments. The best dispositions were made for this purpose both by sea and land; but the design was disappointed by an accident which could neither be foreseen nor prevented; the English grenadiers, who led the attack, had orders to form themselves on the beach; but, instead of attending to this injunction, they rushed toward the enemy's intrenchments in the most tumultuous confusion, and were met by a violent and steady fire, which prevented them from being able to form, and obliged them to take shelter behind a redoubt, which the French had abandoned on their approach. There they were forced to continue till night came on, when it was necessary to make a retreat, which could not be effected without considerable loss.

All farther prospects of gaining any advantage on the side of Montmorenci, were now abandoned; and Admiral Holmes's squadron, which had returned to assist in the late unsuccessful attack, was again ordered to move up the river for several days successively. This had a better effect than before; for though Montcalm kept this situation, he detached M. de Bou-

gainville with fifteen hundred men to watch the ortunity
admiral. Admiral Saunders was also ordered . absence
troops had intended to land below the tr two frigates,
amused by these movements, the gener Estepona and
the transports, the 12th of July, at or the enemy. On
three leagues farther up the river th ignal at the mast-
he put them into boats, and fell English admiral
by the French sentinels posted At day-light he dis-
ed them, and, arrived exactly uadron, and having
When they were put on sh up with the rear of the
and steep, having a litt himself did not wait to return
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guard. This smal commanded in person; and about four
light infantry; awse, and poured into her a furious broadside,
break appear returned. This dispute, however, was not of long
This sur the French admiral being wounded in the engagement,
committ in command perceiving that Boscawen's vessel had lost her
battle. ast and top-sail-yards, went off with all the sail he could carry.
scawen shifted his flag from the Namur to the Newark, and joined
other ships in attacking the Centaur, which was obliged to strike.
The pursuit continued all night, and M. de la Clue, finding himself at day-break on the coast of Portugal, determined rather to burn his ships than allow them to fall into the hands of the victors. When he reached the Portuguese shore, he put his ship under the protection of the Fort Almadana, to which the English paid no regard. He himself landed with part of his men; but the Count de Carne, who succeeded to the command of the Ocean, having received a broadside from the America, struck his colours, and the English took possession of this noble prize, deemed the best ship in French navy. Meanwhile Captain Bently brought off the Temeraire, little damaged, and having on board all her officers and men; while Rear-admiral Broderick burnt the Redoubtable, and took the Modeste. The scattered remains of the French fleet got with difficulty into the harbour of Cadiz, where they were soon after blocked up. This glorious victory was obtained with the loss of only fifty-six men killed, and one hundred and ninety-six wounded, and not one officer lost in the action.

The sole hopes of the French now centered in their fleets at Brest, and Dunkirk, of which the former was blocked up by Admiral Hawke, and the latter by Commodore Boyce; but on the 12th of October, a violent

Admiral Cornish arrived from England with four ships of the line, and confirmed the dominion of the English over the Indian seas.

The French were equally unsuccessful at this period, in all their projects, but neither the loss of their foreign possessions, nor the capture of their fleets, could check their ambition at home, and an invasion of England, though so often defeated, was still their darling project. A squadron of men-of-war, with transports and troops, were fitted out at Dunkirk, and placed under the command of M. Thurot, and were intended it was believed against the coast of Scotland. At Havre de Grace, and some other ports of Normandy, a great number of flat bottomed boats were prepared to transport troops to England, and a third embarkation destined for Ireland, was intended to be made at Vannes in the Lower Brittany.

The land forces were commanded by the Duc d'Aguillion, while a powerful squadron under M. de Conflans was to cover their landing. In order to counteract these preparations, the English ministry ordered a squadron under Commodore Boyce to be stationed before Dunkirk; Admiral Hawke was sent with a large fleet to block up the harbour of Brest, while a smaller fleet kept a watch upon that of Vannes. And Rear-admiral Rodney was despatched, with orders immediately to proceed to the bombardment of Havre. He accordingly anchored in the road of Havre in the beginning of July. The bomb-ketches were placed in the narrow channel of the river leading to Honfluer; and, having begun the bombardment, continued to throw their shells for above two days without intermission. The town was set on fire in several places, the boats overset or reduced to ashes, and at the expense of one thousand nine hundred shells, and one thousand one hundred carcasses, the French preparations at Havre were totally destroyed.

In the mean time, the French had assembled a considerable armament in the harbour of Toulon, which it was believed, was intended for America; and accordingly our brave admiral Boscawen took his station before the harbour, with fourteen ships of the line, besides frigates, and fire ships in order to intercept the enemy. The French squadron consisted of fifteen sail of the line, under the command of M. de la Clue, whom Boscawen in vain endeavoured to provoke to an engagement. The latter therefore ordered three ships of the line commanded by Captains Smith, Barker, and Harland, to advance and burn two French vessels lying close to the mouth of the harbour. They prepared for executing their orders with the utmost alacrity, but met with a warm reception from several batteries, and the wind unfortunately subsiding into a calm, they sustained such damage as made it convenient for the English admiral to put into Gibraltar to refit his shattered ships. M. de la Clue seized this opportunity of sailing, in hopes of passing the Gut of Gibraltar, during the absence of the English fleet, Admiral Boscawen, however, had detached two frigates, one of which cruized off Malaga, and the other between Estepona and the fortress of Ceuta, in order to observe the motions of the enemy. On the 17th day of August the Gibraltar frigate made the signal at the mast-head for the enemy being in sight; upon which the English admiral without delay hove up his anchors, and put to sea. At day-light he discried seven large ships, part of M. de la Clue's squadron, and having made the signal to chace, his foremost ships came up with the rear of the enemy about half after two. The admiral himself did not wait to return the fire of the sternmost, but employed every effort to come up with the Ocean, which M. de la Clue commanded in person; and about four o'clock he ran athwart her hawse, and poured into her a furious broadside, which was immediately returned. This dispute, however, was not of long continuance; for the French admiral being wounded in the engagement, and the next in command perceiving that Boscawen's vessel had lost her mizen mast and top-sail-yards, went off with all the sail he could carry. Mr. Boscawen shifted his flag from the Namur to the Newark, and joined some other ships in attacking the Centaur, which was obliged to strike. The pursuit continued all night, and M. de la Clue, finding himself at day-break on the coast of Portugal, determined rather to burn his ships than allow them to fall into the hands of the victors. When he reached the Portuguese shore, he put his ship under the protection of the Fort Almadana, to which the English paid no regard. He himself landed with part of his men; but the Count de Carne, who succeeded to the command of the Ocean, having received a broadside from the America, struck his colours, and the English took possession of this noble prize, deemed the best ship in French navy. Meanwhile Captain Bently brought off the Temeraire, little damaged, and having on board all her officers and men; while Rear-admiral Broderick burnt the Redoubtable, and took the Modeste. The scattered remains of the French fleet got with difficulty into the harbour of Cadiz, where they were soon after blocked up. This glorious victory was obtained with the loss of only fifty-six men killed, and one hundred and ninety-six wounded, and not one officer lost in the action.

The sole hopes of the French now centered in their fleets at Brest, and Dunkirk, of which the former was blocked up by Admiral Hawke, and the latter by Commodore Boyce; but on the 12th of October, a violent gale of wind, which gathered into an irresistible storm, drove the English squadrons off the French coast, and Thurrot, a French adventurer, availed himself of this accident to obtain his release from Dunkirk. Commodore Boyce, upon the first information of his departure, sailed immediately in pursuit of him; but Thurrot eluded his vigilance, by entering the port of Gottenburg in Sweden.

Admiral Hawke's squadron had taken refuge, during the violence of the storm, in the harbour of Torbay, and when its fury began to subside, the French admiral Conflans, perceiving no enemy on the coast, immediately put to sea.

On the same day, however, that the French squadron put to sea, the English fleet sailed for Quiberon bay, which Sir Edward Hawke conjectured would be the rendezvous for the French squadron, but contrary winds springing up, drove the English fleet a great way to the westward, so that they did not discover the enemy's fleet, until the morning of the 20th of November, when they were steering between the island of Bell-isle, and the main land. At this time the waves rolled mountains high, and every appearance indicated a continuance of tempestuous weather, and M. de Conflans, the French admiral, taking advantage of this circumstance, endeavoured to decoy the English squadron among the rocks and shoals which surrounded the dangerous coast, but while fluctuating between a resolution to fight, and an inclination to fly, the English fleet came up with him, and commenced the engagement, by attacking the French van.

Sir Edward Hawke reserved his fire for the French admiral, and, accordingly ordered the pilot to carry him alongside the latter. The pilot observed that he could not obey his orders, without the most imminent risk of running upon a shoal, to which the gallant admiral replied, "you have done your duty in pointing out the danger, you are now to obey my commands, and lay me alongside the Soleil Royal."

At the moment, however, that Sir Edward was about to attain his desire, a French ship of seventy guns, the Theséе, ran between the two admirals, and received the broadside which was intended for the Soliel Royale, in consequence of which, the Thesée foundered, and soon after the Superbe, another of the enemy's ships shared the same fate. The Neros and Formidable struck their colours about four in the afternoon, and darkness coming on the remainder of the squadron fled towards their own coast, many of them throwing their guns overboard, and the admiral being compelled to run his ship where she was set fire to, and abandoned by her crew.

The loss of the French in this battle was tremendous; all the officers on board the Formidable, were killed or wounded before she struck, and besides the damage and slaughter on board those ships which escaped, they lost four of the best ships in th navy, and their whole force was scattered and distressed.

On the other hand, the English suffered but little, except from the tempestuous weather, in consequence of which, the Essex, and Resolution, unfortunately ran on a sand bank, and were totally lost, though fortunately nearly all their men, and some of their stores were saved.

Our loss in killed and wounded was comparatively inconsiderable, no more than one lieutenant and thirty-nine seamen and marines were killed, and two hundred and two wounded throughout the fleet.

Besides these successful actions between whole squadrons, there were a great many captures made by single ships during this year, equally honourable and advantageous, so that the naval power of France appeared to be fast falling to ruin, while the British marine was greatly augmented by the captures made from the enemy.

The last branch of the grand armament, intended for the invasion of England, was the squadron commanded by Thurot, which, as we have already mentioned, took refuge in the harbour of Gottenburgh, in Sweden. This inconsiderable armament originally consisted of five frigates, on board of which were one thousand two hundred and seventy land soldiers. They had sailed from Gottenburg to Bergen in Norway, and during that voyage had suffered so much by storms, that they were obliged to send back one of their largest vessels to France. It was not till the 5th of December, 1760, that they were able to sail directly for the place of their destination, which was the northern coast of Ireland, and for nearly three months they were obliged to ply off and on among the western isles of Scotland, during which time they suffered every possible hardship; their men thinned and disheartened, suffering by famine and disease, one ship was irrecoverably lost, and the remaining three so shattered, that they were obliged to put into the isle of Hay. Here this enterprising adventurer, though oppressed with misfortune, behaved with the utmost justice, paying handsomely for the cattle and provisions which he had occasion to use, and treating the natives with courtesey and kindness

As soon as the weather permitted, Thurot quitted this island, and pursued his destination to the bay of Carrickfergus, in Ireland, where, on the 21st of February, he effected a descent with six hundred men. They advanced without opposition to the town, which they found guarded by Colonel Jennings, who commanded only four companies of raw undisciplined men, but by whom a vigorous defence was made, until their ammunition failed: and then the colonel retired to the castle of Carrickfergus, and though totally unprovided in provisions and ammunition, and having a breach in the wall of near fifty feet wide: they nevertheless, repulsed the assailants in the first attack, with stones and rubbish. At length the colonel surrendered on condition that his troops should be ransomed by exchanging them for an equal number of French prisoners; that the castle of Carrickfergus should not be demolished, nor the town burned or plundered. Thurot hearing that a considerable body of regular troops were assembled, and preparing to march to the assistance of the inhabitants of Carrickfergus, soon after embarked, and set sail for France.

But he had not left the bay of Carrickfergus many hours, when he perceived, near the coast of the Isle of Man, three sail that bore down on him. These were English frigates, the Æolus of thirty-six guns, commanded by Captain Elliot, and the Pallas and Brilliant, each of thirty-two guns, under the command of the Captains Clement and Logie. At nine in the morning of the 28th of February, Captain Elliot came up with the Belleisle, commanded by Thurot, which was superior to the Æolus in strength of men, number of guns, and weight of metal; but both ships and men were in bad condition. The engagement was hardly begun, when the Pallas and Brilliant attacked the other two ships of the enemy. The action was maintained with great spirit on both sides for an hour and a half, when Captain Elliot's lieutenant boarded the Belleisle, who immediately struck her colours, the gallant Thurot having fallen in the action. The English took possession of their prizes, and conveyed them into the bay of Ramsay, in the isle of Man. In this engagement three hundred of the French were slain or disabled; though our loss did not exceed forty killed and wounded.

In North America, during the first part of the year 1760, the affairs of the French seemed to have taken a successful turn. The French commander, M. Levi, after having totally defeated our army, with an immense slaughter, beseiged Quebec, in which place they had taken refuge, but the arrival of a British squadron soon annihilated the hopes of the besiegers, and induced them to retire with precipitation. On the 9th of May, an English frigate anchored in the bay, and brought the welcome information, that Lord Colville with his squadron, was then in the river St. Lawrence, and soon after, Commodore Sweeton, with the reinforcement under his command anchored at point Levi. The next morning, he ordered Captain Schoberg, of the Diana, and Captain Deere of the Lowestoffe, to attack the French fleet, then in the bay, consisting of two frigates, two armed ships, and a number of smaller vessels. One of their frigates was driven on the rocks, the other was burned, and the rest were all taken or destroyed.

M. Levi, who witnessed this action from the heights of Abraham, was therefore glad to retreat as fast as possible, leaving behind him all his baggage, boats, &c. with thirty-four pieces of battering cannon, ten field pieces, six mortars, and all the implements provided for the siege.

This event decided the fate of Canada, for it enabled General Murray, who had been shut up in Quebec, to march to the assistance, of General Amherst, who was then besieging M. de Vandrevil in Montreal which obliged the latter to surrender, on the 8th of September, 1760, and confirmed the quiet possession of Canada to Great Britain.

In the East Indies, the French were equally unfortunate, nearly all their possessions of importance, being lost to them, while their fleet commanded by one of the best admirals they ever had, M d'Aché, was reduced to a very shattered condition, and driven repeatedly to take shelter under the walls of Pondicherry, by our brave Admiral Pococke; but what rendered this contest between these two admirals the most surprising, was, that in the space of eighteen months, they fought three regular battles without actually losing a ship on either side.

The British squadron in the West Indies, was at this time under the command of Admiral Holmes, and Sir James Douglas, the former at the Jamaica, the latter on the Leeward Island station. In the month of October, Admiral Holmes having received intelligence that five French frigates were equipped at Cape Francois on the island of Hispaniola, in order to convoy a fleet of merchantmen to Europe, he therefore stationed the ships under his command, in such a manner as to intercept this fleet. The principal French ship was the Sirenne, commanded by Commodore M'Carty, an Irish officer of considerable reputation. After two sharp engagements she struck to the Boreas, while the other four frigates bore away, to shelter themselves in Port au Prince. They were pursued by the Lively and Hampshire; the former of whom obliged one of the French frigates to submit, after a warm engagement of an hour and a half. The Hampshire stood after the other three, and, running between the Duke of Choiseul and the Prince Edward, engaged them both at the same time. The first made her retreat into Port au Paix; the other ran a-shore and struck her colours, and at the approach of the Hampshire, the enemy set her on fire, and she blew up. The Fleur de Lys, that had run into Fresh-Water Bay, a little to leeward of Port au Prince, shared the same fate; and thus by the gallantry of the captains Norbury, Evedale, and Maitland, and the prudent disposition of Admiral Holmes, two large frigates of the enemy were taken, and three destroyed.

The same enterprising courage distinguished the squadron commanded by Sir James Douglas off the Leeward islands. The captains Obrien and Taylor, cruizing near the Grenades, were informed that the Virgin, once a British sloop, with three French privateers, had taken refuge under the guns of three forts on one of these islands. They sailed thither in order to attack them; and having demolished the forts, they took the four ships after a warm engagement, which lasted several hours. They next entered another harbour on the same island, where they demolished the fort, and carried off three prizes. In returning to Antigua they fell in with thirteen victuallers, who immediately surrendered. At the same time eight privateers were taken by the ships which Commodore Douglas employed in cruising round the island of Guadaloupe.

While our brave countrymen were thus successful abroad, no action of importance was achieved in the British seas. Admiral Rodney was still stationed off the coast of Havre de Grace, while the Admirals Boscawen and Hawke, alternately took the command of a large fleet which lay in the bay of Quiberon.

In the beginning of the summer an expedition was prepared, the object of which was a profound secret. A great number of troops were collected, and actually embarked at Portsmouth, on board of transports; a large train of artillery was provided; and the generals who were to command, actually nominated; but, to the astonishment and dissatisfaction of the whole nation, or at least all who were not admitted into the secrets of the ministry, the whole summer was suffered to pass away in idleness and inaction; and upon the death of the king, which happened in October, the enterprize was entirely laid aside. The French were not, during this time, quite inactive, for they once more resumed their often-defeated project of invading England. For this purpose, upwards of a hundred flat-bottomed boats were built at Caen, in Normandy. On the 5th of July, Admiral Rodney discovered five of these boats with their colours flying, which had sailed by way of experiment, to try whether vessels of this construction would succeed, and which continued to sail backwards and forwards among the shoals, in sight of the English fleet, evidently intending to amuse the latter, until the darkness of night should allow them to escape.

In order to defeat this, Admiral Rodney despatched his smaller vessels to the mouth of the River Orne, while himself, with the larger ships stood for the steep coast of Port Bassin, and thus cut off all means of escape to the enemy, who finding themselves in this predicament, ran their vessels ashore at Port Bassin, where Admiral Rodney destroyed them together with the fort, which had been built for the protection of this harbour. This experiment decided the fate of the projected invasion by means of flat bottom boats, which were henceforth laid aside, by the French minister of marines. One of these awkward machines destroyed by Captain Rodney measured one hundred feet in length, and was capable of containing four hundred men.

During this year 1760, several exploits which confer honour on the British naval character, occured between our cruisers, and those of the enemy. On the second of April, Captain Skinner of the Biddeford, and Captain Kenedy of the Harborough (frigates,) fell in with two large French frigates, which were convoying a fleet of merchantmen, and notwithstanding their great inferiority of force, the English Captains engaged the enemy about six in the evening, and continued with undiminishing vigour, till eleven, when the frigate, which had engaged with the Harborough bore away, crowding all the sail she could carry, Captain Kennedy pursued her till noon next day, when he lost sight of her, and she eventually reached Lisbon, though with the loss of one of her lieutenants, several of her crew, and greatly damaged in her hull and rigging.

The Biddeford did not rejoin her consort until the expiration of three days: she had also sustained a severe conflict, and had compelled her adversary to fly.

Captain Skinner was unfortunately killed, soon after the action began, while standing on the arms chest, to animate, and cheer his crew. The command then devolved upon Lieutenant Knolles, who continued the conflict with great spirit, although he was wounded. A second shot, however, deprived the vessel of this gallant officer, and the command then fell to the master of the ship, while the brave crew, far from being dispirited, maintained the battle with such energy, and enthusiasm, that it appeared as if each man considered the success of the battle to depend on his own individual exertion. Many of the wounded men returned with cheerfulness to their posts, after having been under the surgeons hands, and while the master kept the quarter deck, and directed the posts there, the purser commanded on the main-deck, kept up a constant and well directed fire. The enemy's fire at length slackened, and it was believed, she was about to strike, but it soon proved the Frenchman was preparing for flight, and about ten o'clock at night, when the engagement had lasted three hours, she crowded all sail, and bore away. The Briddeford took this opportunity of pouring in a broadside, and immediately after, a volley of small arms, but could make no attempt to chace. Their masts and yards being completely shattered and disabled, and were therefore obliged to be content, to let the Frenchman escape with the satisfaction of knowing that they had greatly injured, and beaten off a vessel more than double their superior in size and strength.

Another striking instance of dauntless bravery occurred about the same period, though in a humbler sphere. An Irish trading vessel belonging to Waterford, was captured by a French privateer, off Ushaut, and all her crew excepting five men and a boy were removed into the privateer, the latter being left to assist nine Frenchmen in navigating the vessel.

These daring Hibernians soon formed a plan of regaining the vessel, and seizing their opportunity when five of the Frenchmen were below deck, three aloft in the rigging, one walking the deck, and another at the helm. Bryan, who headed the enterprize, tripped up the heels of the steersman, seized his pistol, and instantly discharged it at the other Frenchman, who was walking near, but missing him, immediately knocked him down with the butt end. At the same moment, his confederates below assailed their enemies with their broad swords, and soon compelled them to submit, upon which those in the rigging cried out for quarter, which was granted, and the vessel was once again in the hands of the brave Irishmen.

Neither Bryan or his associates knew any thing of the principles of navigation, or could even read and write, they therefore steered the ship northward, at a venture, and fortunately safely arrived in the neighbourhood of Youghall, in the city of Cork.

The naval campaign of the year 1761, commenced in the East Indies, where the fleet under Admiral Stevens, in conjunction with the land forces commanded by Colonel Coote, continued to block up the French in Pondicherry, for full seven months. The periodical rains on this coast preventing for some time any active measures.

The town of Pondicherry, in which all the remaining French force on the coast of Coromandel were collected, was elegantly built, and above four miles in circuit, but the inhabitants during the siege, were reduced to the greatest misery, by famine. Camels, elephants, dogs, and cats, became articles of food, and at last even this miserable provision, became so scarce that a sum equal to five pounds English, had been given for the carcase of a dog. The besiegers in the meantime were approaching regularly in their advances, and the fate of Pondicherry seemed inevitable, when the hopes of the French were suddenly raised by a dreadful disaster, which befel the English fleet.

On the 1st of January 1761, one of the terrible, and destructive tempests which are so frequent in the Indian seas, drove the whole of the English squadron from the walls of Pondicherry. The Sunderland, and the Duke of Aguitaire, foundered in the strom, and all their crews perished; and the Newcastle, and the Queenborough with the Protector, fire ship were driven on shore, and destroyed. Their crews, however, together with the guns, stores, and provisions were saved. The French general, Lally, seeing the port clear, took advantage of the circumstance to send to the French agents in the neighbouring settlements, for a supply of provisions, on which occasion he wrote the following singular letter, which was intercepted by Admiral Stevens.

Mr. RAYMOND,—The English squadron is no more, Sir; out of the twelve ships they had in our road, seven are lost, crews and all; the four others dismasted; and it appears that there is no more than one frigate that has escaped; therefore do not lose an instant to send us chelingoes upon chelingoes, loaded with rice; the Dutch have nothing to fear now, besides, according to the law of nations, they are only to send us no provisions themselves, and we are no more blocked up by sea. The saving of Pondicherry hath been in your power once already; if you miss the present opportunity, it will be entirely your own fault. Do not forget also some small chelingoes; offer great rewards. I expect seventeen thousand Marattoes within these four days. In short, risque all, attempt all, force all, and send us some rice, should it be but half a garse at a time.

(Signed) LALLY.

Admiral Stevens, however, used such diligence in repairing his vessels that in four days he appeared again before Pondicherry, and the siege was resumed with encreased ardour, so that by the fifteenth of the same month, the guns of the besieged were nearly silenced, but General Lally still remaining obstinate, the inhabitants of Pondicherry, without any formal surrender, abandoned it to the British troops.

The English were now undisputed masters of nearly all the important settlements in the East Indies, which had been possessed by the French; while, in the West Indies, the same success attended their arms. The island of Dominica, which though called neutral, the enemy had occupied and fortified, was reduced to recapitulate by the fleet under Sir James Douglass, assisted by a body of troops commanded by Lord Rollo, and the remainder of the Leeward island squadron were equally successful in capturing great numbers of privateers which infest those seas. These successes, however, did not compensate to the nation, and indeed served to set in a still stronger light, the inactivity in which our squadrons were suffered to remain on the coast of France; and public indignation rose to a very high pitch, when after a long period of suspence and expectation, the powerful squadron commanded by Sir Edward Hawke, and Sir Charles Hardy returned to Spithead without even having made an attempt against the enemy. Another squadron was however immediately fitted out, and sailed from Spithead on the 29th of March, in three divisions, commanded by Commodore Keppel, Sir Thomas Stanhope, and Captain Barton. The squadron consisted of the Sandwich, ninety guns, the Valiant, Tereraire, Torbay, Dragon, Swiftsure, and Prince of Orange, seventy-four guns each; the Hampton Court and Essex, sixty-four, and the Achilles sixty guns, several frigates, bomb-ketches, and fire ships, with upwards of a hundred transports, and having on board nine hundred soldiers, commanded by Major-General Hodgson. This powerful expedition was intended against Bellisle, and accordingly on the 7th of April, it entered the great road and anchored there.

The descent was agreed upon to be made on the south-east extremity of the island, but in order to amuse the enemy, a feint was made to attack the citadel of Palail, while two large ships conveyed the troops to the intended landing place, and silenced a battery which the enemy had erected there. The flat-bottomed boats approached the shore, and about two hundred and sixty of the troops had landed under the command of Major Purcel and Captain Osborne, when the enemy, suddenly appearing on the heights, poured in such a severe fire as threw them into the utmost confusion, and intimidated the rest of the troops from landing. Captain Osborne, at the head of sixty grenadiers, advanced with great intrepidity so near as to exchange several thrusts with the French officer. But his men were soon overpowered by numbers. He himself, as well as Major Pureel and two sea officers, were shot, and the attempt ended with the loss of above five hundred killed, wounded, or taken prisoners. This discouraging affair was succeeded by tempestuous weather, which did considerable damage to the larger vessels, and destroyed twenty flat-bottomed boats.

These disasters did not however dispirit the English commanders. On the 22d of April, the troops were disposed in flat-bottomed boats, and rowed towards different parts of the island; which distracted the French operations, and obliged them to divide their forces. Meanwhile Captain Paterson, at the head of Beauclerk's grenadiers, and Captain Murray, with a detachment of marines, landed near Lomaria, mounted the precipice with astonishing intrepidity, and sustained the whole fire of the enemy, until they were reinforced by the approach of the greatest part of the English troops. The French then retired before the bayonets of the British soldiers, leaving many of their wounded companions and several field-pieces. On our side forty men were killed, and many more wounded, among whom were Colonel Mackenzie and Captain Murray of the marines, and Captain Paterson, of Beauclerk's grenadiers, who lost his arm in the engagement.

The whole army being now landed, the French general, M. de St. Croix, ordered all his out-posts to repair to a camp under the walls of Palais, where he determined to make a vigorous defence, his forces, when joined by the militia of the island, amounting to four thousand men fit for service. On the 23d of April, the English troops were formed into columns, and began their march towards the capital of the island. Next day, General Hodgson, ordered a detachment of light horse to take post at Sauzon; and, on the 25th, a corps of infantry took possession of a village called Brodilla; and the whole army intrenched itself in that neighbourhood.

From this time the siege was carried on with greater vigour, and the besieged gave such continual proofs of their courage and activity, as established the character of their general, M. de St. Croix, as a gallant and able officer.

On the 18th of April, the French redoubts were taken by storm, and the enemy compelled with great slaughter, to take shelter in the citadel. Such was the ardour of the British soldiers on this occasion, that they entered the streets of Palais pell-mell with the fugitives, and having gained possession of the town they immediately proceeded to release such of their brave countrymen as had been taken prisoners. The defence of the French troops was now entirely confined to the citadel, which it was evident from its isolated situation, must be obliged to surrender for want of provisions.

M. de St. Croix, however, determined to sell it as dearly as possible, and an incessant fire was kept up on both sides, from the 18th of May, till the 25th, when it began to slacken on the part of the enemy. By the end of May, a breach was made, but the besiegers continued obstinately to defend it, until the 7th of June, when the place being no longer tenable, M. de St. Croix, surrendered, and with his brave garrison marched out with the honors of war, and thus the whole Island of Bellisle was reduced to British subjection, after a seige of two months, and a loss on our side of eighteen hundred men killed and wounded.

This success redeemed the former inactivity which the English nation had so murmered at, and the French presumed upon, and completed the naval operations of this year; we shall therefore proceed to notice some exploits performed by single cruisers, in the course of the year, which confer the highest honour on the British flag. On the 23d of February, a desperate engagement took place between the Richard frigate, Captain Elphinstone of thirty-two guns, and a French frigate called the Felioité, of equal force. The action took place off Gravesend, which is only eight miles distant from the Hague, and the young Prince of Orange, as well as the English and French ambassadors to the Hague, were all spectators of the contest, in the issue of which, as the two ships were equal in force, they considered the honour of their respective nations materially interested

About noon both ships ran ashore, along side of each other; and in this situation the fight continued with great obstinacy, till the French abandoned their quarters, their ship being much damaged, the captain slain, and above one hundred men killed or wounded. The Richmond soon floated, without sustaining any considerable damage, having obtained the victory at the expense of three men killed and thirteen wounded.

On the 23rd of the same month, Captain Hood, commanding the Minerva frigate of thirty-two guns and two hundred and twenty men, cruizing in the chops of the channel, descried a large ship of two decks steering to the westward. This was the Warwick of sixty guns taken from the English, but now was mounted with only thirty-six guns, and commanded by M. le Verger de Belair. Notwithstanding her superiority Captain Hood gave chace, and the wind blowing a fresh easterly gale, he came up with her at twenty minutes past ten. His attack was warmly returned; the masts of both ships were shot away, and they fell foul of one another, while the sea ran very high; so that the crews were greatly encumbered by their broken masts and shattered rigging. The high sea separated them, and the Warwick fell to leeward. About a quarter after eleven the Minerva's bowsprit was carried away, and the fore-mast soon

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his ship with incredible activity, attack about four o'clock. In three struck, having thirteen men killed and loss of men was equal on board the Minerva, destroyed: nevertheless her prize was conveyed in On the 8th of the same month, Captain Hood had privateer, belonging to Bayonne, of fourteen guns and hundred and twenty-two men.

On the 13th of March, another French ship, called the Entreprenant, built for forty-four guns, but mounted with twenty-six, was encountered near the Land's-end by the Vengeance frigate commanded by Captain Nightingale. The Vengeance was mounted with twenty-six guns, nine and four pounders, and carried two hundred men. Notwithstanding the great disparity in the size of the ships, and in weight of metal. The English captain, as usual, gave chase, and got up to the *enemy at* five o'clock in the afternoon. The action was maintained on both sides with uncommon fury, and continued for near an hour, during which time the Vengeance being set on fire, the Entreprenant ran her bowsprit upon the taffaril of the English frigate, with an intention to board her. In this design, however, the French miscarried through the skill and activity of Captain Nightingale, who found means to clear himself, and the ship was no sooner in proper condition than he ranged close up again to the enemy, whose fire was still directed against the rigging of the English frigate, which after this second attack had lasted above an hour, being again disabled, allowed the enemy to sheer off. But the English a second time repaired their damage, wore ship, ran up within pistol shot, and began a third attack which continued with fury an hour an half before the Entreprenant called for quarter. She had fifteen men killed and twenty-four wounded. The Vengeance had an equal number wounded, but only six men *killed*.

One of the most glorious actions that occurred during this war, remains, however, yet to be recorded. On the 10th of August, Captain Faulkner, in the Bellona, man-of-war, and Captain Logie, in the Brilliant frigate of thirty guns, sailed from the river Tagus, on their return to England, and on the 14th, discovered a French line of battle ships, the Corrageux carrying seventy-four guns, and the Malicieuse, and Hermione, two frigates of thirty-six guns each, standing in for the land, which immediately crowded all their sails and endeavoured to escape.

The Bellona, and Brilliant, notwithstanding the superiority of the enemy's force, immediately gave them chace, which continued all

, and at five in the morning, they were close up with them; Courageux having hoisted a signal for the two frigates the Brilliant, took in his studding sails, and stood for the na, which had made every necessary preparation, for an engagement.

The ships were equally matched, in size, their guns, and weight of metal, the same, but the Courageux carried seven hundred men, and the Bellona, only five hundred and fifty. Neither of them fired until they came within pistol shot of each other, when a tremendous discharge of muskets, and artillery, commenced the action. In a few minutes all the Bellona's braces, shrouds, and rigging, were torn to pieces. and her mizen-mast went by the board with the men on the round top, who saved their lives with much difficulty, by clambering into the port-holes. Captain Faulkner, apprehensive the enemy would seize this opportunity, to sheer off, gave order for immediate boarding; but the Courageux, by falling athwart the bow of her enemy, rendered this impracticable. In this position the English ship might have been raked fore and aft with great execution. The haul-yards, and most of the other ropes by which she could be worked, were already shot away. But Captain Faulkner made use of the studding sails with such dexterity as to wear the ship quite round, and his officers and men flew to the guns on the other side, now opposed to the enemy, from which they kept up a terrible discharge for twenty minutes without intermission, at the end of which time the French hauled down their ensign and called for quarter. The damage done to the Bellona was considerable; but she had suffered very little in the hull, and the number of the killed and wounded did not exceed forty. While, the Courageux, on the contrary laid a complete wreck on the water. Nothing was seen but her fore-mast and bowsprit; her decks were torn up in several places, and large breaches were made in her sides. Above two hundred and twenty of her men were killed, and half that number of wounded were brought on shore at Lisbon, to which place the prize was conveyed.

During the action between the larger ships, Captain Logie of the Brilliant had so managed his attack and defence as to keep the two French frigates continually employed, and to prevent either of them from giving the smallest assistance to the Courageux.

Notwithstanding these repeated sacrifices during the year 1761, it was very obvious that the naval strength of Great Britain, as well as that of her adversary was declining, and had both nations been left to their own strength and resources, it is probable. the contest would soon have been ended, but at the very time that a nogociation for peace, apparently sincere and grounded on the firmest desire to secure to both countries the blessings they had so long been deprived of, was carrying on between the courts of Paris and London, our ambitious rival was, by her minister at the Spanish court, employing such measures as tended to spread the flames of war rather than extinguish them.

Taking advantage of the uneasiness of Spain, at the unexampled success of the British arms, the French ambassador at Madrid, by his artful insinuations, persuaded the Spanish ministry that the object of England in driving the French from their possessions in the new world, was that she might have an easier task, when the opportunity should offer of dispossessing Spain of her dominions. Every concession therefore on the part of France, was a new incentive to the pride and animosity of Spain.

When the negociation of the peace, therefore, seemed nearest to a conclusion, it was precisely at that time the farthest removed from an *happy* issue; for then was the moment for Spain to interpose, and, at one explosion, to blow up the whole basis of the treaty. Along with a very agreeable plan for an accommodation, Mr. Bussy, the French agent at London, delivered a private memorial, signifying that in order to establish the peace upon the most solid foundation, it might be proper to invite the King of Spain to guarantee and confirm it; and for this purpose it would be necessary finally to adjust the differences which subsisted between the crowns of Spain and England. He condescended on three points which had been disputed between these crowns, the restitution of the captures which had been made on the Spanish flag, the privilege of the Spanish nation to fish on the banks of Newfoundland, and the demolition of the English settlements made in the bay of Honduras.

When these unexpected proposals were made, the manly spirit of Mr. Pitt, rejected, with the utmost scorn, the idea of negociating the disputes of his nation with Spain, a power with which we were actually at peace, through the medium of an enemy humbled and almost at our feet. He called on the Spanish ambassador to disavow this extraordinary memorial, which was equally insolent and irregular, as matters of such high moment, relating to the interests of Spain, ought not to have been proposed by a French agent, commissioned to negociate a particular and distinct business, when the Spaniards had an ambassador residing in London, from whom no intimation of these matters had been previously received. But the Spaniard, when thus called upon, instead of disavowing, openly acknowledged and justified the step taken by M. de Bussy. He declared that the kings of France and of Spain were united not only by the ties of blood but by mutual interest. He magnified the humanity and greatness of mind which his most christian majesty demonstrated in the proposition which had so unjustly given offence. He insisted much on the sincere desire of peace, the only motive which influenced the conduct of the two monarchs, and concluded haughtily, that, if his master had been governed by any other principles, " his catholic majesty, giving full scope to his greatness, would have spoken from himself, and as became his dignity."

Mr. Pitt had penetration enough to see through the veil that covered this hostile declaration. He perceived, that there was a perfect union of affections, interests, and councils between the two courts; that Spain must inevitably coincide with all the measures of France; and that, if she deferred to declare war, it was only for her own convenience, and especially because she waited the arrival of her flota from America. Totally possessed with this idea, the minister determined to act with a magnanimity becoming the dignity of his nation.

Great Britain was singularly circumstanced at this period of time. She had carried on a continental war against France, Austria, the Empire, Russia; in a word, all the great northern powers on the continent. She had destroyed the marine, the commerce, and the colonies of France. The interference of Spain alone was wanting to set her at war with all the great powers of Europe; and Spain is precisely that country against which she can at all times contend, with the fairest prospect of advantage and honour. That extensive monarchy, though vigorous at the extremities, is exhausted at the heart; her resources lie at a great distance; and whatever power commands the ocean, may command the wealth and commerce of Spain.

The situation of Great Britain, as well as the character of the minister, soared above the timid policy which commonly prevails in modern courts. There was not only a great man, but a great occasion, which is often wanting to a great man to display the full force of his mind. Mr. Pitt asserted, with the magnanimous patriotism of an ancient Roman, that, despising useless ceremonies and insignificant forms, we ought to consider the evasions of the Spanish court as a refusal of satisfaction, and that refusal as a sufficient declaration of war; we ought, therefore, from prudence as well as from spirit, to secure to ourselves the first blow, by interrupting the Spanish resources in their passage to Europe, and by the same early and effective measures, which had reduced France to a dependence on Spain, disable Spain from giving assistance to France. This procedure was suited to the offended majesty of the British empire, and would teach Spain and every other power the danger of presuming to dictate in our affairs, or to intermeddle with a menacing mediation, as insidious as it was audacious. He would allow our enemies, whether secret or declared, no time to think and recollect themselves.

The sentiments of Mr. Pitt shocked the delicacy of his colleagues in administration. They talked of the chimerical heroism of unnecessarily entering on a war, and of seeking new enemies, while no mention was made of new allies, nor indeed of any new resource whatever. To plunge into such measures could not fail to alarm and scandalize all Europe. The Spanish king's partiality in favour of France was still doubtful; but had we real cause not only for suspicion but complaint, the law of nations and of reason required that recourse should be had to expostulation, and demands of satisfaction first.

If these failed of success, then would be the time to take up arms; this opposition greatly irritated the minister, who insisted "That *this was the* time for humbling the whole house of Bourbon; that, if this opportunity were let slip, it might never be recovered; and, if he could not prevail in this instance, he was resolved to sit no longer in that council; that being called to the ministry by the voice of the people, to whom he was accountable for his conduct, he would not remain in a situation which made him responsible for measures which he was not permitted to guide." Accordingly he resigned the seals the 9th of October, and his colleagues continued to negociate by means of Lord Bristol, ambassador at the court of Madrid for nearly two months longer. The prime minister of Spain, was repeatedly solicited, in moderate and inoffensive terms, to disclose the nature of the treaty, which had taken place among all the different branches of the house of Bourbon, but it was artfully avoided. At length, Lord Bristol being instructed to make the demand with greater force, Mr. Wall the prime minister entered into a bitter complaint against England, accused her of insolence and ambition, of a boundless desire of conquest and of having shewn to the world, by her late proceedings, that she intended to drive the French from all their possessions in the new world, that she might have an easier task in seizing the Spanish dominions in those parts; but that he himself would be the man to advise the king of Spain not to suffer his territories to be invaded, without arming his subjects in their defence. To the question which had been so often put to him, he gave no other reply, than that the king his master had thought proper to renew his family compacts: and then abruptly resumed his declamatory invective against Great Britain. The English ministry now perceived that longer moderation would be construed into fear, and accordingly sent orders to Lord Bristol to renew his questions concerning the treaty with decision, and to signify with firmness, that a refusal to disclose its contents, or to disavow an intention to take part with our enemies, would be considered on the part of Spain, as an absolute declaration of war. The pride of Spain now threw aside the veil which her policy had so long thought proper to assume. Her flota was by this time safe in the harbour of Cadiz; she was now secure as to her interest, and could give full scope to her resentment; Mr. Wall, therefore, replied to the English envoy in the following words: "That the spirit of haughtiness and discord, which dictated this inconsiderate demand of the English ministry, and which, for the misfortune of mankind, still reigns so much in the British government, is what has made the declaration of war; that in that moment the war was declared, when the king's dignity was attacked; and that the English ambassador might return how and when he thought proper."

The Earl of Bristol quitted Madrid the 17th of December; and soon after the Spanish ambassador left London, and Europe was thus plunged into a new war.

England was never placed in a more critical situation. She had to contend not only against all the great continental powers, but the principal naval strength of Europe. War was declared in January, 1762.

The Spaniards had at Ferrol eleven ships of the line ready to sail, and their whole fleet amounted to one hundred ships of war. The French, upon the conclusion of the family-compact, felt themselves animated with new vigour. The shattered remains of their navy became of consideration when united with that of Spain. The spirits of the people revived, and great exertions were made to put their fleet once more on a respectable footing.

On the part of Great Britain, the prospect of a Spanish war held forth the hopes of immense plunder, and roused the most vigorous exertions of public and private strength. The supplies, too, granted for the service of the year 1762, greatly exceeded those of all former years. Seventy thousand seamen, including nineteen thousand and sixty-one marines, were voted by the parliament; the land forces were maintained at the number of sixty-seven thousand six hundred and seventy-six, besides the militia of England, the two regiments of fencible men in North Britain, the provincial troops in North America, and sixty-seven thousand one hundred and seventy-seven German auxiliaries to support the war of Westphalia.

The English monarch granted a commission, empowering the admiralty to issue letters of marque, for privateers to act against the subjects of Spain; and at the same time communicated the measure which the treaty between Spain and France, had compelled him to take, in a speech to both houses of parliament. The supplies already granted were so ample, that no farther demand was deemed necessary; and so greatly had the power of England increased in the course of three reigns, that the union of these two powers, the suspicion of which had alarmed all Europe in the time of the grand alliance, was beheld without the smallest symptom of fear. Great Britain disdained not only to take any illiberal advantage of her enemies, but even to retort their wrongs. Although his catholic majesty of Spain detained the British ships in his ports, and laid restraint on British subjects within his dominions, the subjects of Spain were left at entire liberty; and the merchantmen which had arrived in English harbours, before they had been apprized of the declaration of war, were allowed to depart in safety.

Before, however, we proceed to detail the events of this new war, we must endeavour to do justice to some of the brave officers who distinguished themselves during the preceding reigns, by a sketch of their lives and services.

MEMOIR OF ADMIRAL VERNON.

The subject of this sketch, Edward Vernon, was born in Westminster, on the 12th of November, 1684. His father, who was secretary-of-state in the reign of William, and represented Penrhyn, in Cornwall, in the parliament of 1695, 1698, 1705, and 1707, and continued to sit for the same place, till the Duke of Marlborough's party began to lose ground in 1710, had intended our hero for a civil employment. At the age of seven years he was sent to Westminster school, and it is related of him, that he was one of the very few who passed the school untouched by the severe discipline of the famous Dr. Busby. At a very early age, young Vernon manifested a strong partiality for a sea-faring life: spending his leisure hours among the watermen, and especially such sailors as could relate to him the particulars of the battles in which they had been engaged; indeed, so strong and apparent was this predilection, that it gained for him, among his school-fellows, the appellation of *Admiral*.

His father could not long remain ignorant of the bent of his son's mind; and perceiving his genius, as well as disposition, lay that way, gave his consent, and every means were now adopted to qualify him in the most complete manner for his profession. On his return from college, where he had obtained considerable knowledge of that important branch of science, astronomy, under Dr. John Keil, he was provided with a private tutor, with whom he studied the theory of navigation; and afterwards perfected himself in all the necessary arts of war.

Edward Vernon first entered on the sea service under the command of Admiral Hopson, who greatly distinguished himself in the reign of King William, and he was in the Torbay, during the expedition, in which this admiral destroyed the French fleet and Spanish galleons in the harbour of Vigo, on the 12th of October, 1702. In this affair the Torbay narrowly escaped destruction: for after she had broken the boom, and cast anchor between two French men-of-war, a fire-ship was clapped on board her; her rigging caught the flames, and had it not been for a singular accident, the whole ship must have been consumed: the fire-ship had been a merchantman laden with snuff, and fitted up on the emergency: she blew up immediately, but the large quantity of snuff suffocated the flame, and prevented the dreadful havoc that she was intended to create.

Our hero behaved so gallantly and so much to the satisfaction of Admiral Hopson, during this expedition, that he particularly recommended him to the attention of the lords of the admiralty.

In 1704, Mr. Vernon was with Sir George Rooke, when he convoyed the King of Spain to Lisbon, and received from his majesty's own hand a hundred guineas and a ring. In the same year he was present at the engagement, which was fought off Malaga. He returned with Sir George Rooke to England, about the end of September, and as his share of the royal bounty, for the victory which had been gained, he received a purse of two hundred guineas from her majesty.

On the 22d of January, 1706, Mr. Vernon was raised to the rank of captain, and appointed to the command of the Dolphin frigate, which was ordered on the Mediterranean station, where Sir John Leake had the command: soon after Captain Vernon joined the fleet, the admiral removed him from the Dolphin, appointed him to the Rye, and sent him to England with the dispatches relative to the capture of Alicant. He returned to the Mediterranean in the same vessel, and joined the fleet again, which was now under the command of Sir Cloudesley Shovel. About the end of the year 1707, this admiral left the Mediterranean for England, and Captain Vernon, in the Phœnix, accompanied him: fortunately escaped the melancholy fate of his commander and most of his companions.

Soon after his arrival in England, he was made Captain of the Jersey, a fourth rate, carrying forty-eight guns, and ordered to the West-Indies, under the command of Captain John Edwards, who sailed with a reinforcement of two sail of the line (besides the Jersey,) for the squadron under Sir Charles Wager. The reinforcement, of which the Jersey formed a part, had been sent out to Sir Charles Wager, in consequence of intelligence, that a powerful French squadron, under Du Guai Trouin, was likely to attack our commerce and possessions in the West Indies; but these alarms having subsided, Sir Charles Wager dispatched several vessels of his fleet to cruise against the enemy: of these the Jersey, under Captain Vernon, was one; and here the enterprize and vigilance of our hero was fully developed. The very month that he put to sea, he captured a Spanish sloop laden with tobacco, and retook from the French, a Guinea ship, with four hundred negroes! he afterwards took a strong merchant ship, of four hundred tons and twenty guns, laden principally with cocoa and wool; and on the north side of Cuba, a small vessel of one hundred tons laden, with indigo and sugar; but his most important capture was, a vessel belonging to Brest, of thirty guns and one hundred and twenty-men. On the 20th of February, in the following year, he ran a French ship of twenty guns on shore, where she went to pieces.

In consequence of the peace of Utrecht, Captain Vernon, had little opportunity of displaying his professional talents for some years; and in 1722, we find him in a new character, as member of Parliament for Penrhyn in Cornwall, the borough which his father had so frequently represented; but in this character, we have little to say of him, till we find him returned for the same place in the New Parliament assembled after the death of George I. when he was distinguished by his violent opposition to the pacific measures of Sir Robert Walpole.

Captain Vernon was very fond of speaking in the House of Commons; and on all subjects, on which he delivered his sentiments, proved himself to be a man of strong natural talent. He was not to be silenced by the tone of any thing uttered by the minister, but renewed his attacks with unabated confidence, he made some impression on the house, and a very strong impression on the nation, especially when the discussion related to maritime affairs. Sir Robert, therefore, was very desirous of getting him out of the house; and it was not long before the captain's natural impetuositv afforded him an opportunity of effecting it, for in one of his warmest and most animated speeches, he broadly asserted, that the whole Spanish West India possessions might easily, and in a very short time, be reduced under the dominion of England; and expressly maintained, that Porto Bello might be reduced bv six sail of the line, an that with this force, he himself would undertake the enterprize, and forfeit both his reputation and his life, if he should prove unsuccessful. This force was considered by the minister totally inadequate to the reduction of Porto Bello, but he took Captain Vernon at his word. And we cannot be judged uncharitable in asserting, that our belief is, that the minister was induced to this measure, under the hope of its terminating in the disgrace of Captain Vernon, and thus to silence one his most strenuous opponants.

When Sir Robert determined on this measure, it was necessary that Vernon should be advanced in rank, and accordingly he was made Vice-admiral of the blue, on the 9th of July 1739. At this time Captain Vernon resided in the neighbourhood of Chatham; and from a speech of the Earl of Chesterfield, delivered after the reduction of Porto, Bello, and during the meridian of his popularity, that he employed himself in [attention to agricultural pursuits; for that noble lord compares him to Cincinnatus, taken from the plough: it is said, that when the messenger who carried the packet, announcing his promotion, and his appointment to the command of a fleet against the Spanish settlements in the West Indies and America, arrived at Chatham very early in the morning, Vernon, totally unapprized, and unsuspecting of the honour that awaited him, could scarcely be persuaded of the truth of what he read. As soon, however, as he convinced himself that his promotion and appointment were real, he ordered a post chaise to be got ready, and arrived at St. James's about ten o'clock the same morning.

On the 19th of July, Admiral Vernon received his final instructions, under his majesty's sign manual, "to destroy the Spanish settlements in the West Indies, and to distress their shipping by every method whatever." He requested only three days to settle his domestic affairs, and during this period, the equipment of the fleet which it was proposed to send out with him was completed; it consisted of four ships, of seventy guns each; three of sixty guns, one of fifty, and one of forty guns. Admiral Vernon hoisted his flag on board the Burford. The fleet sailed from Portsmouth on 23d of July, but did not get clear of the channel till the beginning of August.

A very large proportion of his men were raw and inexperienced; the admiral, therefore, exercised them in the different manœuvres, both of the ship and of the guns, which they might be required to perform during their voyage, and the intended enterprize. He found them, indeed, so unfit for the duties of their situation, that he considered himself bound to send a strong representation on the subject to the Duke of Newcastle. In this he expressed his regret, that there were not on board of each ship a company of regular troops, which not only would have strengthened their numbers, but also very materially have served as an incitement and example to the seamen and marines, in the use of their arms.

Having found it necessary, during his voyage, to station three of his ships to watch a squadron of the enemy, and these vessels not having joined him at the time he expected, while he received intelligence that the French squadron had sailed for the West Indies, he again wrote to the Duke of Newcastle, pressing for a reinforcement, declaring, at the same time, his fixed resolution, even with his inadequate force, to attack the enemy, concluding with these words: "Your grace must bear a part in the censure, if I am too weak for the work assigned me."

On the arrival of Admiral Vernon at Jamaica, which took place about the middle of October, he learnt that neither the Ferrol fleet nor any of the galleons were ready to sail from Europe: that the fair at Porto Bello had not yet begun; and that no ship would sail till after Christmas. He therefore devoted the intermediate time to the refitting of his fleet; and settled such measures with Governor Trelawney, as he conceived would benefit the intended expedition.

On the 20th of November the squadron came in sight of Porto Bello, and soon afterwards the admiral made a signal to come to anchor, at the distance of about six leagues from the shore. On the 24th, in consequence of the wind being in the east, he was obliged to confine his attack to the Iron Castle. Captain Brown, in the Hampton Court, led the attack and in twenty-five minutes fired nearly four hundred shot. He was so well seconded by the Norwich, and the Worcester, that several of the Spanish officers and soldiers were observed to desert their station, and to seek for safety and protection in flight. The admiral made the signal for the boats to land, and protected their landing, by luffing up to the fort as near as possible. As the boats passed near his ship, he called out to them to go directly against such of the enemy as were under the walls of the fort, in the front of the lower batteries; and though their was no breach made, a safe landing was effected, with the loss of only two men. As they had no scaling ladders, one man set himself close under an embrasure, whilst another climbed upon his shoulders, and entered under the very mouths of the cannon. The Spaniards, who had hitherto stood to the lower battery, now threw down their arms, fled to the upper part of the fort, and there displayed a white flag, as a signal, that they had capitulated. The English sailors in the mean time, entered the lower fort, and hauling down the Spanish flag, had hoisted the British colours in its stead: a few of the Spaniards still held out a strong lodgment, but on the English firing a gun through the door, they called for quarter. The reduction of the Iron castle was soon followed by the capitulation of the castles of St. Jeronimo and Gloria.

When the intelligence of the unexpected success of our admiral reached England, the universal joy was unbounded, his name, and his glorious achievements were the theme of every tongue. Both houses of parliament animated by the same noble enthusiasm voted their thanks to him, and an address to his majesty, and congratulated him on the great success of Admiral Vernon by entering the fort, and taking the town of Poto Bello, and demolishing and levelling all the forts and castles belonging thereto, with six ships of war only. The city of London also presented an address to his majesty on this occasion, and voted the admiral the freedom of the city in a gold box.

Humanity, that never failing trait in a British seaman's character, was particularly conspicuous on this occasion in the conduct of Admiral Vernon; he issued strict orders, and took special care they should be obeyed that the several captains should not send any boat ashore without an officer, for whose conduct they should be responsible; that no plunder of persons or effects should be permitted, and that whoever attempted it should not only be punished for an infraction of the articles of capitulation, but be deprived of their share of the several captures, "that were secured as a reward for their gallant discharge of their duty." In consequence of these orders, the English soldiers and sailors and the enemy appeared like friends; the former dismissed from their conduct every thing that indicated they were the conquerors, and the latter soon lost the feeling of inferiority that their conquest had at first produced.

While Admiral Vernon continued at Porto Bello, having learnt that some of the factors and servants of the South Sea company were confined at Panama, he wrote to the governor of that place, demanding their releasement, and the governor replying in an evasive and trifling manner, the Admiral sent him another letter couched in the strongest terms, and concluding thus: "Health and prosperity to all true Spaniards, who may lament sacrificing the true interest of their country to the ambition of an Italian queen." Upon this the governor, though himself highly irritated, did not think it prudent to irritate Admiral Vernon any further, and therefore released the people.

On the 13th of December Admiral Vernon sailed from Port Bello; and having refitted his ships at Jamaica, left that island on an expedition against Carthagena, on the 25th February, 1740. He had written home to the Duke of Newcastle, requesting in very urgent terms, a supply of stores, as without a full and speedy supply, his fleet would be rendered useless and inactive. He also dispatched a letter to Sir Charles Wager, in which he mentions his design against Carthagena, and his further thoughts of proceeding against the Havanna and La Vera Cruz, if circumstances should render it prudent: he also gives his opinion, pretty much at large, on the mode which had then been lately adopted, with regard to rigging the king's ships; according to him, they were over-masted, and in this state, he observed, they must be pressed down in the water, and consequently meet with great resistance from it: so that when a ship was going on a wind, it would be much better if she were under-masted, than over-masted; and when she was going large, if under-masted, she would at least sail equally well as if she were over masted. Admiral Vernon also offered another improvement: "I think," says he, "that it would be a very great preservative to masts and rigging, to have the low yards fixed with flying parrels, because this would preserve the rigging from being racked to pieces, by tracing the yards, and give opportunity for striking a top-mast, with the low sails standing, and contribute to a ships sailing, by not being too much bound."

In a letter to the admiralty, in which he complains of the manner in which his fleet had been equipped, he again diplayed that fondness for scheming which seems to have been a part of his character; for after pointing out the inconveniency and ill consequences of an hospital for sailors in a place abounding with punch houses, &c. to which places the sick crawled as soon as they were able to get out, and thus retarded their recovery, or absolutely destroyed themselves, he proposed a model for an hospital to be built with wood, after the manner of the canes at Smyrna; viz. a large square building to be erected in the country, with *only* one outside door, and that to be guarded, that no one could pass without strict and proper examination.

On the 3d of March, Admiral Vernon's squadron anchored in the open bay near Carthagena, and on the 16th he began to bombard the town. Considerable damage was done; but the force being totally inadequate to the reduction of so strong a place, he sailed for Porto Bello on the 10th of March. Don Blass, the governor of Carthagena, had charged the English admiral with cowardice, for dismantling Porto Bello, and had threatened him with retaliation. Some correspondence had passed between them before Admiral Vernon sailed against Carthagena; and the admiral in his despatch to the Duke of Newcastle, after his success against Porto Bello, alluding to this correspodence, observed that the charges of the governor would be best answered for from the mouths of his mortars,

" which may instruct him where to find me, if he continues in his heroic disposition."

As soon as his squadron was refitted and watered, he left Porto Bello, and proceeded, in the first instance, against the castle of Chagre, which lies at the entrance of a river of the same name, a short distance from Porto Bello. The castle withstood the bombardment for two days, but at length surrendered; and the admiral having destroyed the fortifications and taking on board his fleet, the plate, merchandize, &c. which were of very considerable value, sailed again from Porto Bello; whence, being greatly in want of stores, he shortly afterwards directed his course for Jamaica, where he expected to find not only a supply of them, but a reinforcement of ships and troops.

On the 9th of January, 1741, he was joined by the expceted reinforcement: his fleet now consisted of thirty-one sail of the line. The reinforcement was under the command of Sir Chaloner Ogle; the land forces, amounting to upwards of ten thousand men, had been placed under the command of Lord Cathcart, whose military character was very high, both for talent and experience: but he dying soon after his arrival in the West Indies, the command of the troops devolved upon General Wentworth.

Of the unfortunate operation of this force before Carthagena and St. Jago, in the island of Cuba, chiefly to be attributed to the incapacity and inexperience of General Wentworth, we have already spoken, but it would be injurious to the subject of our memoir, were we to omit to cite his own language on his second appeal to his government to be recalled, and an urgent request that an examination into his conduct on those occasions might be rightly investigated; " till his recall was granted him, he would indeed discharge his duty, with the most scrupulous honour and diligence but under his daily prayers for a deliverance from being conjoined to a gentleman whose opinions he had long experienced to be more changeable than the moon, though he had endeavoured, agreeable to his orders, to maintain the most civil correspondence with General Wentworth." In another dispatch to the Duke of Newcastle, he informed him, " that he could not be sensible how great a concern the disappointment in their several expeditions, must have been to his majesty; but begged leave, at the same time, to say, in behalf of himself, and the officers and men that had served under his command, that no part of the disappointment was justly to be attributed to the sea forces; nor did he think it was want of courage or inclination to serve his majesty, in the land forces; but this unhappy event was principally owing to the command falling into the hands of General Wentworth, who had proved himself no ways equal to it.

And though the vice-admiral pretended to little experience in military affairs by land, yet it was his opinion, if the sole command had been in him, in the Carthagena expedition, and in the Cuba one also, the British forces would have made themselves masters of Carthagena and St. Jago, and with the loss of much fewer men than had died through the imprudent conduct General Wentworth, in many instances."

Notwithstanding these representations, our admiral, anxious to redeem these discomfitures; again planned another expedition with the general against Panama; but even here he was fated to have his hopes and expectations blasted: and contrary winds prevented the armament from arriving at Porto Bello till nearly three weeks after it sailed.

As soon as the Spanish governor perceived the fleet, he abandoned the town, and marched with his garrison for Panama. This circumstance raised the warm and sanguine mind of Admiral Vernon; already, in his imagination and belief, all obstacles were *overcome*; all resistance at an end; it was only necessary to land the troops; the Isthmus would be passed in a very few days, without difficulty or opposition, and Panama would surrender at the sight of a British army. He was not a man to permit his hopes to be beaten down, by distant, uncertain, or obscure evils, nor willingly to admit into his calculation or foresight, any circumstance which did not encourage his hopes and support his opinion: he made light of the length of the march, the extreme unhealthiness of the climate, and the advanced season of the year; and was, therefore, most exceedingly mortified and indignant, when, in a council of war, it was resolved to give up the enterprise, and immediately re-embark the troops. In vain it was represented, that the force of the army was much reduced by sickness; that several of the transports with troops had not arrived; and that there was reason to believe that the garrison of Panama had received a considerable reinforcement, besides that which had joined it from Porto Bello.

The admiral's mind and feelings were not in a state coolly and impartially to weigh these circumstances and representations; he had worked himself up to the firm belief, that if he had the sole command, the Isthmus of Darien would be crossed, and Panama taken with little resistance and difficulty; and he therefore listened to the arguments of the council of war with contempt. He remonstrated against their decision, but in vain; and the troops were re-embarked a few days after they landed. About the middle of May, the armament arrived at Jamaica; and on this station he continued to command, but without performing or attempting any thing of the least magnitude or importance, till the middle of October, when, in consequence of orders from England, both he and the general returned home.

The failure of three attempts did not, it appears, diminish Admiral Vernon's popularity, since in May, 1741, he was chosen member of the new parliament for no less than three places, Ipswich, Rochester, and Penrhyn, and was likewise proposed for Westminster, and was only two hundred and forty-three votes behind the successful candidate. Having made his choice for Ipswich, the admiral took his seat in the House of Commons, and renewed his attack against the ministry. On the 9th of August, 1743, he was made vice-admiral of the red; but considering himself neglected, he wrote a letter to Mr. Corbett, then secretary to the board of admiralty, which, as it displays his character and feelings in the most lively and striking manner, we shall insert:—

"Nacton, June 30, 1744.

"Sir,—As we that live retired in the country, often content ourselves with the information we derive from newspapers on a market-day, I did not so early observe the advertisement from your office of the 23d of this month, that, in pursuance of his majesty's pleasure, the right honorable the lords commissioners of the admiralty had made the following promotions therein mentioned, in which I could not but observe there was no mention of my name amongst the flag officers, though, by letters of the 10th instant, you directed to me as vice-admiral of the red, and (by their lordship's orders,) desired my opinion on an affair for his majesty's service, which I very honestly gave them, as I judged most conducive to his honour, so that their lordships could not be uninformed that I was in the land of the living.

"Though the promotions are said to be made by their lordships' orders, yet we all know the communication of his majesty's pleasure must come from the first lord in commission, from whom principally his majesty is supposed to receive his information, on which his royal orders are founded; and as it is a known maxim in our law, that the king can do no wrong, founded, as I apprehend, on the persuasion, that the crown never does so, but from the misinformation of those whose respective provinces are to inform his majesty of the particular affairs under their care; the first suggestion that naturally occurs to an officer, that has the fullest testimonies in his custody, of having happily served his majesty in the command he was entrusted with, to his royal approbation, is, that your first commissioner must either have informed his majesty that I was dead, or have laid something to my charge, rendering me unfit to rise in my rank in the royal navy, of which, being insensible myself, I desire their lordships would be pleased to inform me, in what it consists, having both in action and advice, always, to the best of my judgment, endeavoured to serve our royal master with a zeal and activity becoming a faithful and loyal subject; and having hitherto gained the public approbation of your board. I confess, at my time of life, a retirement from the hurry o business, to prepare for the general audit, which every christian ought to have perpetually in his mind, is what cannot but be desirable, and might rather give me occasion to rejoice, than any concern, which (I thank God) it does very little; yet that I might not by any be thought to be one that would decline the public service, *I have* thought proper to remind their lordships I am living, *and have* (I thank God) the same honest zeal reigning in my breast, that has animated me on all occasions to approve myself a faithful and zealous subject and servant to my royal master; and, if the first lord commissioner [the Earl of Winchelsea was at this time first lord of the admiralty] has represented me in any other light to my royal master; he has acted with a degeneracy unbecoming the descendant from a noble father, whose memory I revere and esteem, though I have no compliment to make to the judgment or conduct of the son.

"EDWARD VERNON."

It will be seen by Admiral Vernon's letter, that on the 10th of June his professional opinion had been asked, on "an affair for his majesty's service," which he says, he very honestly gave them, as he judged most conducive to his honour. This opinion is supposed to have given offence; and Admiral Vernon, in his own justification, published it in a pamphlet, entitled, "Admiral Vernon's opinion upon the Present State of the British Navy, in a Letter to a certain Board." In which the peculiar warmth and energy of his disposition was most forcibly painted, and his devotion and zeal for the service of his country equally conspicuous.

On the 23d of April, 1745, he was to be promoted to be admiral of the white, and appointed to the command of a fleet that was to be stationed in the North Sea, in order to watch the motions of the enemy, who were preparing to put to sea, with the intent to land the preender in Great Britain. As soon as his squadron was equipped at ortsmouth, he removed his flag from the St. George to the Norvich, and sailed for the Downs, where he continued, except when ruising, during the greatest part of the winter. On this occasion e displayed more cool and comprehensive foresight than might ave been expected from him : indeed, as he was evidently, by naure, habit, and inclination, better fitted and disposed for active and ownright exertion, than for mere vigilance, he deserves great praise r his conduct while he commanded on this station ; since he disposd his vessels with so much judgment and effect, as to block up the rench harbours, while, by a seasonable correspondence, he greatly nimated the country people, who, from their confidence in his abities, thought themselves secure from invasion while he guarded the oasts, and assured them it was impracticable.

Soon after his return from this employment, complaints were made gainst him before the lords of the Admiralty, that he had disobeyed eir orders, by appointing a gunner in opposition to one recomended by themselves, and that he had exacted too severe duty from e private men. The Admiralty expressing their disapprobation of s conduct, the admiral replied to their remonstrance in very unbeming and passionate language. On this occasion the following ter addressed by him to the Duke of Bedford, then first lord of the dmiralty, was published, and as it throws considerable light on the ject in dispute we shall insert it entire.

" As I am consious I have done nothing ever justly to forfeit that od opinion that engaged your grace to honour me with your pa- nage and friendship, I entertain too good an opinion of your ce, to think I have not the continuance of it, notwithstanding e late incident of my being hunted out of my command by the erative malice of some malicious and industrious agent, that is o well screened over for my being able particularly to discover m, and point out who he is ; so that must remain to me a secret, l some happy providence, in course of time, may more clearly scover it, not being, nevertheless, in my own mind, doubtful but can trace the original cause of it, and guess, pretty nearly, at who y be the concealed director of it. As the pen of the secretary the Admiralty conveyed these bitter shafts that were levelled at e, I thought it right to suggest, that his pen might be tinged with gall flowing from his own mind, beyond the direction he might receive for it; from which, I thought it my duty to acquaint him, on a gentleman-like apology in regard to his office, which I was no stranger in its being his duty to obey, and on an assurance of a good will he had always professed, and I well know I had never given him occasion to alter the sentiments of a professed friendship for me.

One of the occasions taken to justify this conduct towards me, has been, that I had, within the channel of England, on a ship's service being immediately wanted for proceeding to sea, and being without a gunner, (certainly a necessary officer for her defence) and which I could not think myself justified in permitting her to go to sea without, presumed, as it is called, to warrant a gunner to her, for to proceed to sea in her, as I judged it to be absolutely necessary, for his majesty's service and the defence of the ship.

Having now stated the fact, my sentiments are, that to support the necessary command of the officer the king had appointed, it was the government's interest that the commander-in-chief *should* name all officers that fell vacant, and has not been denied, *while the* depending service was essential: but pretences have been made from the admiralty, that the ships were not assembled, or not under orders; and as checks are in their power, they have contradicted it, though always to the prejudice of the crown's service: for when the people in the fleet see their commander-in-chief can neither support their pretensions of merit, nor his own authority over them, they must naturally look after those who are no judges of their service, and this renders the commander contemptible to the fleet. This power is known to have been absolute in the commander-in-chief in the Channel, and in one who has added honours to your grace's family; and when that power has been wanting, it has, I believe, been always found prejudicial to the service of the crown, and prosperity of the kingdom.

I shall only add, that I am at present detained here, for having my baggage embarked, for proceeding to Harwich in one of the armed vessels, Vice-admiral Martin has been so obliging to assign me, to carry it to my house on the Ipswich river.

I propose at present being in London by Thursday or Wednesday night: whenever it is, I shall be at your grace's door the next morning after my arrival, in order to pay my duty to your grace; if such a visit is agreeable; and if not, I beg I may be told so, not to give an unnecessary trouble to you or myself.

E. VERNON."

The consequence of this dispute became so serious, that Admiral Ver- n voluntarily resigned his command and about three months afterwards, ving published two pamphlets in vindication of his conduct, in which inserted the letters he had received from the secretary, and board of miralty he was by his majesty's special command, struck off the list of mirals.

From this period he retired wholly from public life, and lived in retire- nt at his seat at Nacton in Suffolk until his death, which took place her suddenly on the 30th of October, 1757. Admiral Vernon was her low in stature but of a commanding look and gesture, haughty, and petuous in his temper, and possessing unquestionable abilities as a man. He was particularly strict in discipline, and is said to have been first naval commander who mixed water with the spirits allowed to the men, to which they gave the name of grog from the admiral's constant bit of wearing a grogram coat and which also had acquired for him the ckname among them of old grog.

COMMODORE BARNETT.

OF Curtis Barnett, the subject of the following sketch, little and tha important, is known till 1726. It is supposed he went to sea early in ; of the exact time, and of his parentage, as nothing has reached us t can be relied on, we must therefore be silent. In 1726 we find him eutenant in the frigate Port Mahon, one of the fleet sent into the Baltic nmanded by Sir Charles Wager, under whom he conducted himself, so o give great satisfaction. Sir Charles took him under his command l honoured him with his most cordial, and active friendship. From time till 1731, we have another blank in the life and actions of Barnett, when however we find him raised to the rank of post captain, appointed to the command of the Biddeford frigate; in this vessel he tinued four years, and from her was transferred to the Nottingham xty gun-ship, employed solely as a guard-ship; and it was not until 9, when hostilities commenced with Spain, that Captain Barnett now ointed to the command of the Dragon, another sixty gun ship, had an ortunity of displaying that decision and noble jealousy for his country's our, which is the true and distinguishing characters of the British sea- t. In the Dragon Captain Barnett, served in the fleet under Admiral dock in the Mediterranean, and was ordered, with another, of nearly the same size, the Folkstone, Captain Balchen, on a cruize, wh in with three large ships, to which, supposing they were Spanis mediately gave chace, and about midnight came up with the s which he hailed, and in respectful terms requested that they wo to, as he wished to send his boat on board. This was repeated bu reply, but at last after much delay, they answered, they were Fr refused bluntly to comply with the captain's request. Upon this tains Barnett and Balchen decided on the plan they would ac accordingly fired a shot across the bows of one of the French shi commodore, the Chevalier de Caylus, instantly gave orders for a l to be returned, and the contest now began regularly on both si was kept up for some time with great spirit: at length, after tw fighting, day-light beginning to appear, the firing ceased, whethe our side, or on the side of the French, is not accurately known. S counts say, that as soon as Captain Barnett and Captain *Balchen* pe their opponents were really French ships of war, they gave orders for th to cease; while other accounts state, that the French had suffered severely in the contest, that they first ceased firing: be this as mutual apologies passed between the captains, and the English continued on their cruize, while the French were obliged to put in laga to refit. The loss of the French was very great, the captain of their ships, and twenty-five men being killed, and seventy-five wo the loss of the British was not nearly so great, there being only killed, and twenty-two wounded: the masts and rigging of the Drag the Folkstone were a good deal cut up, but not so much as to p them from keeping the sea. Captain Barnett on this occasion de and obtained great praise; the ship to which he was opposed were derably superior to him in force; and it is probable, that under *this* the Chevalier de Caylus refused to answer when hailed, and after answered in such an uncivil and improper manner; but he had t with a man who well knew the rights of the British flag, a duties of a British seaman, and who was resolved, to uphold those and discharge those duties.

While Admiral Haddock, remained on the Mediterranean station tain Barnett continued to give great satisfaction to his admirals, but not so fortunate with his successor, Admiral Lestock, who seems t thought that civility was totally incompatible with the duty of a admiral. Scarcely had Admiral Lestock assumed the command, wh issued an order, addressed to Captain Hodsoll, to go to the Lenox, Royal Oak, Romney, and Dragon, and tell them, that he was the from which the line of battle was to be formed; that if any ship or ships could not get into their stations, it was his duty, as commander, to find a remedy for that; and that those who could, but did not, would incur his displeasure: he concluded this most singular epistle with the observation, that a line of battle was not to be trifled with or misunderstood, and with an order for Captain Hodsoll to go with the letter himself to the captains of the several vessels named in the beginning of it. And in a postscript he added, that if an enemy were in sight, there would be no time or opportunity for such deliberation. The tone of this letter, and the mode of sending it, plainly indicate the temper and disposition of the writer, and prove that he was by no means qualified for the situation of commander-in-chief. It does not appear that the observations in the letter were in any respect called for by any irregular or disobedient behaviour on the part of the captains of the vessels to whom it was addressed. The vessel which Captain Barnett commanded, was the last named in the insulting order, yet we find that he, aware of the extent of the power of commander-in-chief, and that he had ever rigidly performed his duty, and that he knew that duty as well as his admiral; replied to this strange order,— he said, he had ever understood that all the ships of a squadron or fleet were to sail in their proper divisions; he had both heard, and read of divisions getting late into line, but now this would not justify the captain of any particular ship in leaving his division although he knew that by continuing with it he should not be able to take part in the engagement; he confessed his ignorance of the duty which Admiral Lestock seemed to require from the captains of the vessels to whom he had addressed his order, as according to the new system, captains having no particular signal, must be the sole judges as to leaving the flag in whose division they were. He concluded by stating, that he had been accustomed to act according to the established usager of the profession, he had kept his station in the division without, however, the least wish or idea of trifling with the line of battle.

This reply roused the anger of the admiral, and produced another letter as overbearing, and passionate as the first, and if possible more objectionable, from the ignorance it betrayed. After recapitulating Captain Barnett's statements, he puts the case which the captain had put, namely, the signal for the line of battle is made; the commanding ships of one of the divisions being a bad sailer, could not get into line, while all the others could, but did not, because their commander could not: in this case, continues the admiral, the force of the fleet would be reduced to one third; and he then triumphantly asks the captain, whether he thought it is his duty to see two-thirds of the fleet sacrificed, when he could and did not join the battle? The admiral now, however, aware that this would break through all general rules so absolutely necessary in naval and military affairs, and by giving room for the exercise of private judgment, destroy all discipline, turns round and justifies Captain Barnett by the supposition, that an admiral, in such a case, would leave the bad sailing ship for one that could get into action, or send such orders as would justify a captain at a court martial for not coming into action when he could have done it, thus virtually acknowledging the truth and justice of Captain Barnett's remarks; then, in conclusion, expresses his hope, that no battle would ever be lost, from the captains of any division not joining in it, in consequence of continuing with their flag; but if a battle were so lost, he gave it as his firm belief, that the punishment inflicted on a breach of the twelfth article of the statute of Charles II. relative to those who withdraw, or keep back, or do not come into the fight, or engage, would be the unavoidable and just consequence.

To this letter, so contradictory in itself, Captain Barnett returned a complete and satisfactory answer. He first notices the insulting question, "Is it your duty to see two-thirds of the squadron sacrificed to the enemy, when you could and did not join in the battle?" To which he replies, that he would readily concur in punishing rigidly any man who could and did not join in the battle. "But," continues he, "as the commanders of divisions will, I imagine, always expect that the captains in their respective divisions, should in such cases, take directions from them; and as we are to suppose every officer of that distinction neither wanting in zeal nor capacity, I can make no doubt, but such orders would be immediately given, as would be most essential for his majesty's service; and that a signal or order might be expected to make sail into the line, if the commander of the division could not get up with his own ship, and did not think proper to remove into another. Without such an order, or proper signal, I could not, in my conscience, condemn any man for remaining with his division, or think that he fell under the twelfth article of the statute of Charles II. or the thirteenth of the fighting instructions: for a man, in his station, cannot be said to withdraw, keep back, or not use his endeavours to engage the enemy, in the order the admiral has prescribed. In this manner I should judge, were I to set at a court martial on such an occasion." Captain Barnett concludes this part of his letter with expressing his determination no longer to act in this manner, since Admiral Lestock had informed him, that the commander of his division had not the power either to change his ship or stop him. He then adverts to cases, in which whole divisions go down to the enemy too soon, or come in so late, as to take no part in the action; in these cases, however, the private captains who kept their stations, in those divisions, did not fall under any censure: The concluding paragraph of the letter displays such a manly and decorous tone of feeling, that we shall lay it before our readers in Captain Barnett's own words:—

"I hope nothing may ever with justice be said of me, that will tell but ill to our country. I acknowledge my want of experience through which I may mistake: but I have too much respect for you to attempt to trifle and too good an opinion of your judgment and experience, not to be concerned, when I am so unhappy as to misunderstand your orders, or so weak, as not duly to weigh circumstances."

We have given this correspondence as shewing most clearly the character and temper of Captain Barnett, and as completely illustrating the duties of a naval commander under the situations pointed out by him; nor can they be dispensed with but under extraordinary and very exigent cases, and with very superior talent.

Admiral Lestock in his account presented to the commons, of the battle near Toulon in February 1743-4 whether from pique or otherwise, we will not pretend to say, but at all events it appeared to rest upon no good foundation, complained of Captain Barnett, and also of the captains belonging to the Bedford, Kingston, Princess, and two others, for having engaged the Poder, a Spanish ship, next to the Spanish Admiral's, second a-head at too great a distance.

Soon after this battle Captain Barnett returned to England, and on the 5th of May, 1744 he sailed for the East Indies as commodore of a small squadron destined for the protection of the commerce of the East India Company's shipping.

On the 26th of May, Commodore Barnett arrived at Porto Praya, in the island of Jago; he found riding in the road a Spanish privateer, called the Amiable Maria, mounting fourteen carriage and twelve swivel guns, with seventy-nine men, and a pink of about two hundred and fifty tons, under Spanish colours. At first he took no notice of them, as he was resolved not to violate the neutrality of the Portuguese port. He was, however, soon informed, that the pink was a prize of the privateer, which had also captured a brigantine and two other English ships, while they were at anchor in the isle of May, and that she had left the crews upon that island. On receiving this information, Commodore Barnett conceived it to be his duty to inform the Governor of Porto Praya, that as the Spaniards had thus notoriously and wantonly violated the neutrality of the island of May, he could not conceive himself bound to respect the neutrality of Porto

Praya with regard to them. Having given this intimation to the governor, he summoned the privateer and pink to surrender, which they accordingly did, and he took possession of them. His next object was to relieve the men who had been left in the isle of May, and for this purpose, he despatched the pink thither. The brigantine had, in the mean time, driven out of Porto Praya road, and on his tender coming up to her, they found her without a single man on board, the Spaniards having escaped ashore to the town of St. Jago.

Nothing interresting seems to have occurred from this time till his arrival at Madagascar, which island the commodore put into, for the supply of water and provisions. Soon after he left this place, he divided his squadron; his own ship, the Deptford and the Preston, Lord Northesk steering for the straights of Sunda, and from thence, for the straights of Banca; while the Medway, Captain Peyton, and the Diamond, Captain Moore, directed their course for the straights of Malacca. Commodore Barnet conceiving that by this division of his forces he should be better able to fulfil the object on which he was sent; and that the enemy might be taken unawares, he gave orders that the Deptford and Preston should be painted exactly in the manner in which the French and Dutch paint their vessels. He passed through the straights of Sunda, without meeting any of the enemies ships; and had cruised in the straights of Banca for a considerable time, with the like want of success; when at last, being at anchor there, on the 25th of January 1745, three large ships hove in sight: from their make, and mode of rigging, he concluded they were French East India ships; two of them proved to be merchant vessels from China, and the third he supposed to be a French ship of war, belonging to the East India Company, from Pondicherry. Commodore Barnett having received intelligence that this last was in their seas, was prepared to encounter her. In order to render the disguise of his own vessel still more complete, he hoisted Dutch colours; and the enemy apprehending no danger, came close down upon the Deptford and Preston. As soon as they were sufficiently near, the commodore gave orders for the Dutch colours to be hauled down, and the English hoisted in their place, calling upon the enemy at the same time to strike their's for the King of England; and this not being complied with, the Deptford poured a broadside into the largest French vessel. As Commodore Barnett perceived the French vessels came down, without apprehension, he naturally concluded that they did not suspect the Deptford and Preston to be English vessels, and therefore would not be prepared for resistance; in this opinion, however, he was mistaken, for no sooner had his vessel poured in her broadside, before his opponent returned it; and the Preston engaging the other vessels at the same time the battle soon became general. By this time Commodore Barnett perceived that the vessel with which he was engaged, and which he had taken for the fifty-gun ship, was, in fact, a French East Indiaman, and that they were all three of very large size, each mounting thirty guns.

The engagement continued very sharply for the space of three hours; at one period of it, in consequence of the Preston's not obeying her helm, the Hercules, one of her oponents, might have escaped, but she preferred remaining to support her consort, and share her fate. At length Commodore Barnett, in order to put an end to the engagement, gave orders to Lord Northesk to board one of the vessels, while he prepared to board the largest; which were immediately put into execution, and thus they completely succeeded in the enterprise, though not so soon as they otherwise would have done, in consequence of a cannon-shot having carried away Commodore Barnett's tiller-rope. As soon as two of the enemy's ships were thus captured by boarding, the third struck her colours, and they were found to be, the Dauphin, Captain Butler (the ship with which the Deptford was more particulary engaged); the Jason, Captain Delametrie; and the Hercules, Captain Dufreisne. They were about seven hundred tons burden, had a compliment of two hundred and fifty men each; and were very deeply and richly laden, principally with tea, china ware, and silk. The supercargoes informed Commodore Barnett, that the cargoes of each would in France have sold for upwards of one hundred thousand pounds sterling. Having sent his prices into Batavia, he proceeded on his voyage to the British settlements in India, the protection of which was one of the principal objects for which he had been sent out. The other division of Commodore Barnett's squadron, the Medway and the Diamond, captured at Achen a French privateer, which had been fitted out at Pondicherry, to cruize in the China Seas, against our East India ships; and that also in their passage through the straights of Malacca, they took a Manilla ship, with seventy chests of dollars on board, each containing three thousand, and two chests of gold, worth thirty thousand pounds.

The Commodore having received information that two French ships of six hundred tons, and one of four hundred, well armed, the two former mounting eighteen, and the latter twelve guns, were on their route for the Ganges, he detached two of his squadron to anchor off Cape Palmiras, for the purpose of intercepting them in their object, in which they completely succeeded. The most signal instance of the activity and penetration of the commodore, however, was exhibited in the mode which he took to protect Madras; the French, with a body of one thousand infantry, (four hundred of which were Europeans), together with forty horse, and the requisite artillery, marched out of Pondicherry, and encamped within a mile of Fort St. George. Instead of sailing for the protection and defence of this place, into the road of Madras, he sailed for Pondicherry, wisely conceiving that by making indications of his design to attack this settlement, he could draw off the enemy to its defence from before Madrid: and he had not been long in the Pondicherry road, before he was convinced that he had formed the most effectual plan for the relief of Madras; for the French in order to draw him from his station, gave out, that they expected four ships of the line in the road; but the Commodore paid no attention to this report; on the contrary, he sent out his boats to sound, and made every other indication of his resolution *to attempt* a landing. The French now began to be seriously alarmed for the safety of Pondicherry, and judged it proper to return by forced marches from Madras. Thus, by Commodore Barnett's sagacity, was this valuable settlement preserved to the East India company.

JOHN BYNG.

The honourable John Byng was born at Southill, Bedfordshire, in the year 1704, and was the fourth son of George Viscount of Torrington, of whom we have had occasion to make honourable mention in the course of this work; and at the early age of thirteen embraced the profession of his father, whom he accompanied in several of his voyages. As might be expected under such auspices, his rise was rapid in the navy, for at the age of twenty-three, he was appointed captain of the Gibraltar frigate, which was stationed in the Mediterranean during the year 1727. From this period until 1741, no opportunity offered of distinguishing himself, as the intervening period was mostly peaceable, but at the conclusion of that time, he was appointed to the command of the Sunderland, a sixty gun ship, and was afterwards made governor of Newfoundland and its dependencies, still however retaining his command of the Sunderland.

At the breaking out of the rebellion in 1745, he was promoted to the rank of rear-admiral of the blue, and employed to intercept the supplies sent from France to aid the cause of the pretender; in which situation he conducted himself with perfect satisfaction to the government, and on the 15th of July, 1747, was promoted to the rank of vice-admiral of the blue, and placed on the Mediterranean under Admiral Medley, who was employed in aiding our Austrian allies in their operations in that quarter. Admiral Medley, however, died in a short time after the arrival of our hero, and the latter then succeeded to the chief command, and continued to pursue the plans of his predecessor with equal judgment and zeal. In the following year, Admiral Byng was advanced to vice-admiral of the red, but his name does not occur in our naval annals till 1755, when he was ordered to take the command of a squadron appointed to relieve Sir Edward Hawke, who was cruizing in the channel off Cape Finesterre, and in the Bay of Biscay.

Admiral Byng accordingly hoisted his flag on board the Ramilies, and continued to cruize on this station until the latter end of November, when he returned home.

The British government had at this time received intelligence that a powerful armament was equipping at Toulon, which, from various circumstances, it could not be doubted was intended against the Island of Minorca, but they were either so slow to believe in the hostile designs of the French, or the weak state of the garrison of Fort St. Philip, that for a long time they made no preparation to counteract the designs of the enemy. The positive representations of General Blake, who commanded the the garrison of St. Philip, and the information that the enemy's fleet was ready to put to sea at last, however, induced the British ministry to think of some measures for protecting the island, and it was determined to send out a fleet under the command of Admiral Byng, who was previously appointed vice-admiral of the blue.

The same mismanagement or indifference, to give it no worse name, which had so long delayed the preparations for the defence of Minorca, now however shewed itself in the inadequacy of the force prepared for this purpose, which consisted of only ten sail of the line, several of which were not in a proper condition either for fighting or even going to sea, and many of them were short of their compliment of men, or their crews made up with young and inexperienced seamen. There was not a single fire ship, an hospital ship, or even a frigate attending the fleet; and it was asserted that the government refused the admiral a repeating frigate, though he very urgently requested to be allowed one. Even this small and inadequate force was not got ready for sea without many delays, but a still more unaccountable circumstance was, that although the proof that the French armament was intended against Minorca could not admit of a doubt, yet the English ministry were so averse to believe it, that in their instructions to Adimral Byng, he noticed, notwithstanding the evidence, that the French armament was destined against Minorca, was as plain and strong as the nature of the case would admit, yet government were so averse to believe it, that in their instructions to Admiral Byng, they expressly stated, that, "as it was possible the French squadron may be intended for North America, you are to draught so many of your ships as, when joined with a squadron going to Halifax, shall become superior to the enemy's squadron; and this done, you are to dispose of them under Rear-admiral West, whom you shall order to hasten his voyage to Louisbourg" From these instructions it would appear, that the relief and protection of Minorca was but a secondary object.

On the 7th of April, Admiral Byng sailed from St. Helen's, and on the 2d of May he arrived at Gibraltar: from this place he wrote a letter to the admiralty, in which he says, "If I had been so happy as to have arrived at Minorca before the enemy had landed, I flatter myself I should have had it in my power to have hindered them from establishing a footing there." In a subsequent part of this letter, he informed the ministry, that Gibraltar was destitute of the magazines necessary to supply the wants of his squadron; that his ships could not be cleaned there; and that the pits, careening wharfs, and store-houses were in a state of decay. And in the conclusion he stated, that even on the supposition that he could throw a small number of men into Mahon, the step would only be productive of a greater loss, as the men must fall into the power of a superior enemy, already in the possession of the whole island, except the fort. This letter, it must be confessed, contained a very severe censure on the ministers, for their negligence and inattention to such an important place as Gibraltar, and is, therefore, with great probablity, thought to have irritated them against him.

We have already spoken of the unfortunate engagement of Minorca, but, nevertheless, we think it proper to lay before our readers Admiral Byng's letter respecting it; in order that his own opinions and feelings on the occasion, may be clearly understood.

"Ramilies, off Minorca, 25th May, 1756.

"Sir,—I have the pleasure to desire you will aquaint their lordships, that having sailed from Gibraltar the 8th, I got off Mahon the 19th, having been joined by his majesty's ship, Phœnix, off Majorca, two days before, (here are inserted in the Gazette these words, viz. when the enemy's fleet appeared in the south-east) *By whom I had confirmed the intelligence I received at Gibraltar, of the strength of the French fleet, and of their being off Mahon. His majesty's colours were still flying at the castle of St. Philip's, and I could perceive several bomb batte-*

ries playing upon it from different parts. French colours we saw flying on the west part of St. Philip's. I despatched the Phœnix, Chesterfield, and Dolphin ahead, to reconnoitre the harbour's mouth; and Captain Hervey to endeavour to land a letter for General Blackeney, to let him know that the fleet was here to his assistance, though every one was of opinon we could be of no use to him; as, by all accounts, no place was secured for covering a landing, could we have spared any people. The Phœnix was also to make the private signal between Captain Hervey and Captain Scrope, as this latter would undoubtedly come off, if it were practicable, having kept Dolphin's barge with him. But the enemy's fleet appearing to south-east, and the wind at the same time coming strong off the land, obliged me to call those ships in, before they could get quite so near the entrance of the harbour as to make sure what batteries or guns might be placed to prevent our having any communication with the castle. Falling little wind, it was five before I could form my line, or distinguish any of the enemy's motions, and not at all to judge of their force, more than by their numbers, which were seventeen, and thirteen appeared large. They at first stood towards us in a regular line, and tacked about seven, which I judged was to endeavour to gain the wind of us in the night; so that being late, I tacked, in order to keep the weather gauge of them, as well as to make sure of the land wind in the morning. Being very hazy, and not above five leagues off Cape Mola, we tacked off towards the enemy at eleven; and at day-light had no sight of them; but two tartanes, with the French private signal, being close in with the rear of the fleet, I sent the Princess Louisa to chace one, and made the signal for the rear-admiral, who was the nearest the other, to send ships to chace her. The Princess Louisa, Defiance, and Captain, became at a great distance: but the Defiance took hers, which had two captains, two lieutenants, and an hundred and two private soldiers on board, who were sent out the day before with six hundred men on board tartanes, to reinforce the French fleet. On our then appearing off the place, the Phœnix, on Captain Hervey's offer, prepared to serve as a fire-ship, but without damaging her as a frigate, till the signal was made to prime; when she was then to scuttle her decks, every thing else being prepared at the time and place allowed of.

The enemy now began to appear from the mast head, I called in the cruisers, and when they had joined me, I tacked towards the enemy, and formed the line ahead. I found the French were preparing theirs to leeward, having unsuccessfully endeavoured to weather me. There were twelve large ships of the line, and five frigates. As soon as I judged the rear of our fleet to be the length of their van, I ordered the Deptford to quit the line, that ours might become equal in number with theirs. At two I made the signal to engage, as I found it was the surest method of ordering every ship to close down on the one that fell to their lot. And here I must express my great satisfaction at the gallant manner in which the rear-admiral set the van the example, by instantly bearing down on the ship he was to engage, with his second, and who occasioned one of the French ships to begin the engagement, which they did by raking ours as they went down. I bore down on the ship that lay opposite to me, and began to engage him, after having the fire for some time in going down. The Intrepid, unfortunately, in the very beginning, had her fore topmast shot away, and as that hung down on his fore sail, and backed it, he had no command of his ship, his foresails and all his braces being cut away at the same time, so that he drove on the next ship to him, and obliged that and the ships ahead of me to throw all back : this obliged me to do so also for some minutes, to avoid their falling aboard of me, though not before we had drove on our adversary out of the line, who put before the wind, and had several shot fired at him from his own admiral.

" This not only caused the enemy's centre to be unattacked, but left the rear-admiral's division rather uncovered for some time. I sent and called to the ships ahead of me to make sail on. and go down on the enemy, and ordered the Chesterfield to lay by the Intrepid, and the Deptford to supply the Intrepid's place, and found the enemy edged away constantly ; and as they went three feet to our one, they would never permit our closing with them, but took the advantages of destroying our rigging : for though I closed the rear-admiral fast, I found I could not again close the enemy, whose van were fairly driven from their line ; but their admiral was joining them, by bearing away By this time it was past six, and the enemy's van and ours were at too great distance to engage I perceived some of their ships stretching towards the northward, and I imagined they were going to form a new line. I made the signal for the headmost ships to tack, and those that led before the larboard tacks to lead now with the starboard, that I might by the first keep, if possible, the wind of the enemy, and by the second be near the rear-admiral's divison and the enemy, as his had suffered most; as also to cover the Intrepid, which I perceived to be in a very bad condition, and whose loss would very greatly give the balance against us, if they had attacked the next morning, as I expected. I brought to about eight that night to join the Intrepid, and to refit our ships as fast as possible, and continued so all night. The next morning we saw nothing of the enemy, though we were still lying to. Mahon was north-north-west about ten or eleven leagues. I sent cruisers out to look for the Intrepid and Chesterfield, who joined me the next day; and having, from a state and condition of the squadron brought me in, found that the Captain, Intrepid, and Defiance, which last has lost her captain, were much damaged in their masts, *so that they were endangered of not being able to secure their masts properly at sea; and also that the squadron in general was very sickly: many killed and wounded; and nowhere to put a third of their number, even if I made an hospital of the forty gun ship, which was not easy at sea.* I thought it proper in this situation to call a council of war, before I again went to look for the enemy. I desired the attendance of General Stuart, Lord Effingham, Lord Robert Bertie, and Colonel Cornwallis, that I might collect their opinions on the present situation of Minorca and Gibraltar, and made sure of protecting the latter, since it was found impossible either to relieve or succour the former with the force we had; for though we may justly claim the victory, yet we are much superior to the weight of their ships, though the numbers are equal, and they have the advantage of sending to Minorca their wounded, and getting reinforcements of seamen from their transports, and soldiers from their camp; all which undoubtedly has been done in this time that we have been laying to to refit, and often in sight of Minorca: and their ships have more than once appeared in a line for our mast-heads. I send their lordships the resolution of the council of war, in which there was (in the Gazette *at* is inserted instead of *in*, and *council* instead of *there was*) not the least contention or doubt arose.

"*I hope, indeed, we shall find stores to refit us at Gibraltar, and if I have any reinforcement, will not lose a moment's time to seek the enemy again, and once more give them battle, though they have a great advantage in being clean ships, that go three feet to our one, and therefore have the choice how they will engage us, or if they will at all; and will never let us close them, as their sole view is the disabling our ships, in which they have but too well succeeded, though we obliged them to bear up.*

"I do not send their lordships the particulars of our losses and damages by this, as it would take me much time, and I am willing none should be lost in letting them know an event of such consequence. *I cannot help urging their lordships for a reinforcement, if none are yet sailed, on their knowledge of the enemy's strength in those seas, and which, by* *very good intelligence, will in a few days be strengthened by four more large ships from Toulon, almost ready to sail, if not already sailed, to join them.* I dispatch this to Sir Benjamin Keene, by way of Barcelona, and am making the best of my way to *cover* Gibraltar, from which place I propose sending their lordships a more particular account.

" I am, Sir,
" Your most humble servant,
" John Byng.

" To the Hon. John Cleveland, Esq."

To the eternal disgrace of the British ministry, not only were these parts, printed in italics in this letter, totally suppressed from the public, but the writers in their pay were employed to censure Admiral Byng's conduct in the most violent manner, and inflame the minds of the people against him by the most studied exaggerations and the most artful appeals to their passions and prejudices; and one fact was most strenuously insisted upon as a proof of personal cowardice, that on board the Ramilies (the admirals own ship) there was not one man either killed or wounded.

These base and unworthy means fully answered the design of the government, in turning the popular indignation from themselves to the admiral, though in justice to them it must be acknowleged that it is probable that they did not then foresee that any charge could be established against Admiral Byng which could affect his life.

They made known, however, their intention to try him in a very unprecedented and not very decorous manner.

Sir Edward Hawke and Admiral Saunders were ordered to supercede, and send home Admiral Byng under arrest; and orders were also sent to all the ports where it was likely he would land, to put him immediately under close arrest: and still further to shew their determination to bring Admiral Byng to trial, these orders were published in the Gazette, a measure, after the official notifications to the various ports, that could have no other object but that of feeding the prejudices of the people against the admiral, and thus making him the scape-goat for the offences of the ministry. The admiral landed at Portsmouth, from whence he was conducted to Greenwich Hospital, the place assigned for him till his trial.

On the 27th December, 1756, the court martial, which was ordered to inquire into his conduct, assembled on board of the St. George, in Portsmouth harbour; it consisted of the following members: president, Vice-admiral Thomas Smith; Rear-admirals Francis Holbourne, Thomas Brodrick, and Harry Norris; Captains Charles Holmes, William Boys, John Simcoe, John Bentley, Peter Denis, Francis Geary, John Moore, James Douglas, and the Hon. Augustus Keppel.

The evidence concluded on the 15th of January, 1757, after which Mr. Byng gave in his defence.

It cannot be expected that we should detail either the one or the other, as they would encroach greatly on the line of our work, we shall therefore proceed to give the opinion of the court martial, which was, "That the admiral, having on board many officers, who must have been much wanted in the castle of St. Philip's, ought to have sent them ahead in one of the frigates, to be landed, if possible, though he did not see the French fleet.

"That when the British fleet on the starboard tack had stretched abreast of the enemy's line, the admiral should have tacked it altogether and conducted it on a direct course for the enemy, the van for the van, and the rear for the rear, under such sail as might have enabled the worse sailing ship, under all her plain sails, to preserve her station.

"That upon the signal to engage, our van division bore down properly for the ships opposed to them, and engaged till the five headmost of the enemy went away out of gun-shot.

"That after the signal to engage, the admiral separated the rear from the van, and retarded the rear from closing with the enemy, by shortening sail, that the Trident and Louisa might again get ahead of him.

"That instead of this, he should have made the Trident and Louisa a signal to make more sail, and ought to have set so much sail himself as would have enabled the slowest ship to have kept her station, with all her plain sail, in order to have got down to the enemy as fast as possible, and properly supported the van.

"That the admiral acted wrong in suffering the fire on board his ship to continue, before she was got to a proper distance to engage, because he not only threw away his shot, but occasioned a smoke, which prevented his seeing the motions of the enemy, and the positions of the ships immediately ahead of his own.

That after the damaged ships had been repaired as much as possible, he ought to have returned off St. Philip's, and have endeavoured to open a communication with the castle, and used all the means in his power to relieve it.

"That he did not do his utmost to relieve it.

"That during the engagement, he did not do his utmost to take, seize, and destroy the ships of the French king, and assist such of his own ships as were engaged.

The court therefore came to the following resolution:

"That the admiral appears to fall under the following part of the article of the twelfth articles of war; viz. 'or shall not do his utmost to take or destroy every ship, which it shall be his duty to engage, and to assist and relieve all and every of his majesty's ships, which it shall be his duty to assist and relieve;' and as that article positively prescribes death, without any alternative left to the discretion of the court, under any variation of circumstances, resolved, that he be adjudged to be shot to death at such time, and on board such ship, as the lords commissioners of the admiralty shall direct: but as it appears by the evidence of Lord Robert Bertie, Lieutenant-colonel Smith, Captain Gardiner, and other officers of the ship, who were near the person of the admiral, that they did not perceive any backwardness in him during the action, or any marks of fear or confusion, either from his countenance or behaviour, but that he seemed to give his orders coolly and distinctly, and did not seem wanting in personal courage, and from other circumstances, the court do not believe that his misconduct arose either from cowardice or disaffection; and do therefore unanimously think it their duty most earnestly to recommend him as a proper object of mercy.

Not only in this, their resolution did the court-martial recommend Admiral Byng to mercy, but in the letter which accompanied a copy of their proceedings to the board of admiralty, they continue their recommendation in the following words:

"We cannot help laying the distresses of our minds before your lordships on this occasion, in finding ourselves under the necessity of condemning a man to death, from the great severity of the twelfth article of war, part of which he falls under, and which admits of no mitigation, even if the crime should be committed by an error of his judgment; and therefore, for our own consciences sake, as well as in justice to the prisoner, we pray your lordships in the most earnest manner, to recommend him to his majesty's clemency."

Notwithstanding these repeated, strong, and earnest representations of the court-martial, the lords of the admiralty contented themselves, when they laid before his majesty a copy of the proceedings, with transmitting the letters of the court martial; hinting, indeed, a doubt respecting the legality of the sentence, because the crime of negligence, for which alone Admiral Byng was condemned, did not appear in any part of the proceedings. When the sentence was known, George Lord Viscount Torrington, a near relation of the admiral's, presented two petitions to his majesty; and his other friends interested themselves in his behalf: but the prejudice of the nation was so clamorous and violent, that it would scarcely have been safe to have pardoned him: however, in consequence of the lords of the admiralty, respecting the doubtful legality of the sentence, his majesty referred it to twelve judges, who were unanimous in their opinion that it was legal. This opinion was transmitted to the lords of the admiralty, that they might sign the warrant for execution. But Admiral Forbes, refused, and entered the following reasons for so doing:—

"It may be thought great presumption in me, to differ from so great authority as that of the twelve judges; but when a man is called upon to sign his name to an act, which is to give authority to the shedding of blood, he ought to be guided by his own conscience, and not by the opinions of other men.

"In the case before us, it is not the merit of Admiral Byng, I consider; whether he deserves death or not, is a question not for me to decide; but whether his life can be taken away by the sentence pronounced upon him, by the court martial; and after having so clearly explained their motives for pronouncing such a sentence, is a point alone which has employed my serious consideration.

"The twelfth article of war, on which Admiral Byng's sentence is grounded, says, (according to my understanding of its meaning) 'That every person who in time of action, shall withdraw, keep back, or not come into fight, or who shall not do his utmost, &c. through motive of cowardice, negligence, or disaffections, shall suffer death." The court martial does in express words, acquit Admiral Byng of cowardice and disaffection, and does not name the word negligence. Admiral Byng does not, as I conceive, fall under the letter, or description of the twelfth article of war. It may be said, that negligence is implied, though the word is not mentioned; otherwise the court martial would not have brought his offence under the twelfth article, having acquitted him of cowardice and disaffection. But it must be acknowledged, that the negligence implied, cannot be wilful negligence: for wilful negligence in Admiral Byng's situation, must have either proceeded from cowardice or disaffection, and he is expressly acquitted of both these crimes. Besides these crimes which are implied only, and not named, may indeed justify suspicion, and private opinion; but cannot satisfy the conscience in case of blood.

"Admiral Byng's fate was referred to a court martial: his life and death were left to their opinions. The court martial condemned him to death, because as they expressly say, they were under the necessity of doing so, by reason of the letter of the law, the severity of which they complained of, because it admits of no mitigation. The court martial expressly says, that for the sake of their consciences, as well as in justice to the prisoner, they most earnestly recommend him to his majesty's mercy. It is evident then, that in the opinion and consciences of the judges, he was not deserving of death. The question then is, shall the opinions or necessities of the court martial determine Admiral Byng's fate? If it should be the latter, he will be executed contrary to the instructions and meaning of the judges; if the former, his life is not forfeited. His judges declare him not worthy of death; but, mistaking either the meaning of the law, or the nature of his offence, they bring him under an article of war, which according to their own description of his offence, he does not, I conceive, fall under: and then they condemn him to death, because as they say, the law admits of no mitigation. Can a man's life be taken away by such a sentence? I would not willingly be misunderstood, and have it understood, I judge of Admiral Byng's deserts. This was the business of a court martial; and it is my duty only to act according to my conscience; which after deliberate consideration, assisted by the best light a poor understanding can afford, remains still in doubt; and therefore I cannot consent to sign a warrant, whereby the sentence of a court martial may be carried into execution; for I cannot help thinking that however criminal Admiral Byng may be, his life is not forfeited by that sentence. I do not mean to find fault with other men's opinions; all I endeavour at, is, to give reasons for my own; and all I wish is, that I may not be misunderstood. I do not pretend to judge Admiral Byng's deserts, nor to give any opinion on the propriety of the act.

" J. FORBES.

" Signed 6th of February, 1757,
at the Admiralty."

Admiral Forbes was not the only naval officer, who honourably protested against the sentence passed upon Admiral Byng. Mr. West, (who had been second in command under him, in the Mediterranean, and was also sent home, under arrest; but, instead of being tried, was appointed one of the lord commissioners of the Admiralty, and soon afterwards commander in chief of a squadron destined for a secret expedition;) on the very day sentence was passed on Admiral Byng, wrote the following official and private letters, declining the command, the first to the secretary of the Admiralty, the other to Earl Temple, then first lord of the Admiralty.

"Magnanime, 27th Jan. 1757.

"Sir,—Without entering into the merit of Admiral Byng's behaviour, or deciding at all upon, in one way or other, the sentence passed this day upon him, (the substance of which I have seen) makes it impossible for me to help declining the very honourable and distinguished command their lordships have been pleased to appoint; I must thereon beseech and entreat them, to confer it on some person more worthy, since I can only be answerable for my loyalty and fidelity to my king, and resolution of doing what appears to me for his service, which it seems an officer may not want, and yet be capitally convicted for his misconduct, or inability of doing right. I am not so presumptuous as to imagine that my actions can always be so rightly governed, nor am I altogether certain that the judgment of others is infallible, and as in some cases the consequences may be fatal, I must therefore repeat my most earnest request, that their lordships will be pleased to appoint some other person to my command, and grant me their lordships' permission to come to town."

"Magnanime, Jan. 27, 1757.

"My Lord,—However honourable, or however advantageous, the situation I am placed in may be, yet I am determined and fully resolved to forego any thing, rather than serve on terms which subject an officer to the treatment shewn Admiral Byng, whom the court martial have convicted, not of cowardice, nor of disaffection, but of misconduct, an offence never till now thought capital; and now it seems only made so, because no alternative of punishment was found under the article they bring him under. Strange reasoning! to acquit of the two points, cowardice and disaffection, to which that article only can relate: since though negligence is mentioned, yet it can be intended only to refer to one or other of these crimes, negligence proceeding from disaffection or cowardice. I well remember this was the opinion of the House of Commons, when the bill was brought before them, for which reason no alternative was left in that article, as otherwise there would have been. Court martials, I have always understood to be courts of honour and conscience: and therefore why gentlemen should think themselves tied by the letter to act against their opinion I know not, but enough of that at present. I shall only make one observation with regard to that part of their sentence, wherein he is said, 'not to have done his utmost to relieve St. Philip's Castle,' without pointing out which way it could have been relieved by him, which indeed they would have found difficult to have done.

"As I have taken my final and firm resolution to resign the command, and have written very strongly on that head, to the board, I must entreat your lordship to facilitate it, and I am,

"Your's, &c."

When the warrant was signed, it was intended that the execution of the admiral should take place without delay; but Mr. Keppel, one of the members of the court martial, rose in his place in the House of Commons, and prayed, in behalf of himself and some other members of the court, that they might be released from their oath of secrecy, in order to disclose the reasons which had induced them to pass sentence of death upon Admiral Byng; as, probably, by this disclosure, some circumstances might come out that would prove the sentence to be illegal; and on the 26th of February, Mr. Pitt brought a message from his majesty, stating that he had thought fit to respite the execution of the sentence, that there might be an opportunity of examining the members of the court martial upon oath, as to what ground there was for the suggestion that the sentence was improper. In consequence of this message, a motion was made for bringing in a bill, to release the members of the court martial from this oath of secrecy. It was accordingly prepared, presented, read, amended, and ordered to be engrossed, all in one day; and on the breaking up of the house, an order was sent down to Portsmouth, to respite the execution of the admiral to the 14th of March. When the bill was brought into the House of Lords, a message was sent to the Commons, desiring them to give leave for such members of that house as had been members of the court martial, to attend, and be examined upon the second reading of the bill. They attended, and the principal questions put to them were these: 1st, Whether you know any matter that passed previous to the sentence pronounced upon Admiral Byng, which may shew that sentence to have been unjust? 2dly, Whether you know any matter that passed previous to the said sentence, which may shew that sentence to have been given through any undue practice or motive? 3dly, Whether you are desirous that the bill now under the consideration of the house, for dispensing with the oath of secresy, should pass into a law? And, 4thly, Whether you are of opinion that you have any particulars to reveal relative to the case of, and the sentence passed upon Admiral Byng, which you judge necessary for his majesty's information, and which you think likely to incline his majesty to mercy?

The first and second questions were unanimously answered in the negative; and the third and fourth were also answered in the negative by Vice-admiral Smith, the president of the court martial; Rear-admiral Holbourne, Rear-admiral Broderic, Captain Holmes, Captain Geary, Captain Boys, Captain Simcoe, Captain Douglas, Captain Bentley, and Captain Denis. To the third question, Rear-admiral Norris, Captain Moore, and the Hon. Captain Keppell, answered in the affirmative; and to the fourth, they respectively answered as follows:

Rear-admiral *Norris.*——" At the time I said I was desirous the act should take place, I understood that we should have an opportunity of delivering our particular reasons for signing the sentence and letter of recommendation."

Captain *Moore.*——" I do not think myself at liberty, while I am under this oath, to answer this question."

The Hon. Captain *Keppel.*——" I think that I cannot answer this question, without particularizing the reasons for my vote and opinion."

In consequence of these replies, the bill was thrown out of the House of Lords.

We shall now describe the behaviour of Admiral Byng while these things were going on. When he was sent for, on the 27th of January, to receive his sentence on board of the St. George, he said to some of his friends, that he expected to be reprimanded, and possibly, he thought, he might be cashiered; " because," added he, " there must have been several controverted points: the court martial has been shut up a long time, and almost all the questions proposed by the court have tended much more to pick out faults in my conduct, than to get a true state of the circumstances; but I profess, I cannot conceive what they will fix upon."

On his arrival on board the St. George, and whilst he was walking on the quarter deck, a member of the court martial came out and told one of his relations, that the court had found the admiral capitally guilty, and requested him to prepare him for his sentence. The gentleman went up to the admiral immediately, but could not for some time address him; his countenance, however, and the embarrassment of his manner, led the admiral to suspect that he was the bearer of some unpleasant intelligence; and he anxiously enquired, " What is the matter? have they broke me?" The gentleman, perceiving from this question that he was totally unprepared for his sentence, hesitated still more: upon which be countenance of the admiral was observed to change a little, and he added, "Well, I understand —if nothing but my blood will satisfy, let them take it."

Shortly afterwards, one of his friends endeavoured to reconcile him to his fate, observing, that a sentence without guilt could be no stain; and that it was extremely improbable that the sentence now passed upon him, would be carried into execution. To this he replied, "What will that signify to me? What satisfaction can I receive from the liberty to crawl a few years longer on the earth, with the infamous load of a pardon at my back? I despise life upon such terms, and would rather have them take it."

When the respite for fourteen days, in consequence of the application of Captain Keppel to the House of Commons, came down to Portsmouth, his friends informed him of all that had passed; and from it endeavoured to fill his mind with the expectation, that he would be honourably pardoned; they dwelt upon every circumstance which gave countenance to this idea, and seemed already to anticipate his restoration to them with unsullied honour. In a calm and unembarrassed manner, he said, "I am glad you think so, because it makes you easy and happy; but I think it is now become an affair merely political, without any farther relation to right or wrong, justice or injustice; and therefore I differ in opinion from you."

After he received his sentence, he was put on board the Monarque, a third rate man of war, lying at anchor in the harbour of Portsmouth, under a strong guard, in the custody of the marshal of the admiralty. On Sunday morning, the 13th of March, Captain Montague, who had received the warrant for the execution of his prisoner the next day, gave it to the admiral, who read it over without the slightest signs of perturbation, and then remarked, with some warmth, "that the place named in the warrant for his execution, was upon the forecastle." Then, addressing himself to his friends, he said, "Is not this putting me upon the footing of a common seaman condemned to be shot? is not this an indignity to my birth, to my family, and rank in the service: I think I have not been treated like an officer in any instance, since I was disgraced, excepting in that of being ordered to be shot."

On this he composed his thoughts and feelings, and replied, "It is very true, the place or manner is of no great importance to me; but I think living admirals should consult the dignity of the rank, for their own sakes. I cannot plead a precedent; there is no precedent of an admiral, or a general officer in the army, being shot. They make a precedent of me, such as admirals hereafter may feel the effects of."

At dinner, no alteration in his manner was observable; he was cheerful and polite, helping his friends, and drinking their healths; but he did not continue long at table. After dinner he conversed a good deal respecting his approaching execution; and the indignation and uneasiness he had before felt about the place appointed for it, recurred with considerable force on his thoughts. His friends were desirous of conversing on other subjects; and at length, perceiving this, he remarked, I like to talk upon the subject; it is not to be supposed, I do not think of it; why then should it be more improper to talk of it?" He frequently noticed how the wind was; and on his friends enquiring the reason of his anxiety on this subject, he said, he hoped it might continue westerly long enough for the members of the court martial (who were just about to sail) to be present when his sentence was put into execution.

While he and his friends were at tea, his conversation was easy and cheerful, and perceiving that they were astonished at this circumstance, "I have observed he said," that persons condemned to die, have generally had something to be sorry for, that they have expressed concern for having committed; and though I do not pretend to be exempt from human frailties, yet it is my consolation to have no remorse for any transaction in my public character, during the whole series of my long services." And on one of his friends observing, that no man was exempt from human frailties; and that what came under that denomination were not crimes cognizable here, or supposed to be so hereafter,—he replied, "I am conscious of no crimes; and am particularly happy in not dying the mean, despicable, ignominous wretch, my enemies would have had the world to believe me. I hope I am not supposed so now; the court martial has acquitted me of every thing criminal or ignominious.

In the evening he ordered a small bowl of punch, and when all his friends were seated, taking his own glass with a little punch in it, after having helped them, he said, "my friends, here is all your health, and God bless you; I am pleased to find I have some friends still, notwithstanding my misfortunes." After drinking his glass, he added, "I am to die to-morrow; and as my country requires my life, I am ready to resign it though I do not as yet know what my crime is. I think my judges, in justice to posterity, to officers who come after us, should have explained my crime a little more, and pointed out the way to avoid falling into the same errors I did. As the sentence and resolutions stand now, I am persuaded no admiral will be wiser hereafter, by them, or know better how to conduct himself on the like occasion." Observing one of his friends with his eyes attentively fixed upon him while he was speaking: " my friend," said he, "I understand reproof in that grave look. It is a long time since I have spoke so much upon the subject; and you now think I say too much: perhaps I do so."

"Far from presuming to mean any reproof," "replied his friend," I am all attention to what you say, sir; and though all of us here are satisfied of these truths, yet we must be pleased to hear you make them plainer."

"Be it so," replied he, "but I shall only add one remark more. I am supposed not to have relieved and assisted the van. Who then did assist the van, and relieve the three disabled ships, who were upon the brink of being attacked by the body of the enemy? Though the enemy did fire upon them, there is but one witness who says they received damage at that time. May not that one witness be mistaken, who was on board the ship considerably the farthest removed from the enemy of the three, and who dropped there out of her station, by being disabled before? And why did the enemy bear away from these ships, *if it* was not because my division was under sail close after them, in a regular line of battle?"

The admiral was always watched during the night, by officers who released one another, at twelve at night, and at four o'clock in the morning. The officer who was relieved, regularly went into the state room with the other, to shew him that his charge was safe. At these hours he was seldom found awake; but the night before his execution, at both times, he was found in a most tranquil sleep.

Admiral Byng had always been in the habit of rising very early; and while he was on board the Monarque, he used to banter the marshal for not being up so soon as he was. On Monday morning, the day of his execution, he was up by five o'clock: the marshal did not make his appearance till six; and when he saw him, "well," said he, "I think I have beat you, at rising this morning." Whilst he was changing his linen, which he regularly did every morning, he said to his valet, "take these sleeve buttons, and wear them for my sake; your's will do to be buried with." He had previously given directions to be put into his coffin with his clothes as he died.

When he was dressed, he returned to the state room by himself, where he spent some time: on coming out, he sat down to breakfast with the marshal, as composedly as usual. He was dressed in a light grey coat, white waistcoat and white stockings, and a large white wig. These clothes he had regularly worn since he received the intelligence of his suspension at Gibraltar; for after having read the order for that purpose, he stripped off his uniform, and threw it into the sea.

About nine o'clock his friends came on board the Monarque: he received them in his usual manner, took each of them by the hand, and enquired after their health: they informed him, that the place of his execution was changed; from the forecastle to the quarter deck. This intelligence seemed to give him great satisfaction. He had constantly declared his resolution to die with his face uncovered, and to give the word of command to the platoon of marines himself; saying, "As it is my fate, I can look at it, and receive it." His friends, however, endeavoured to dissuade him from this determination, and sometimes he seemed disposed to comply with their wishes, but at other times, he replied, "No, it cannot be; I cannot bear it; I must look, and receive my fate." His friends however persevered in representing to him, that considering his rank, it was impossible the marines could receive the word of command from him, or look in his face, without being intimidated and awed: they hinted, also at the consequences which might result; that he might be wounded only, and mangled. By these arguments they at length prevailed upon him, to have a bandage over his eyes, and to make a signal, by dropping a handkerchief. "If it must be so," said he, "and you insist, it must be so."

He then requested to be made acquainted with all the particulars of the form, in order that he might conduct himself strictly according to them, remarking that he had never been present at an execution. He proposed pulling off his coat; and on one of his friends telling him, that was quite unnecessary, "but," said he, "it may be said I kept my coat on, as if afraid to receive the blow or feel the bullet." "No," answered his friend, "such a remark can never be made; and it must be more decent to make no alteration in dress." "Well then," replied he, "if it is more decent, no change shall be made."

As soon as the signal was agreed upon, it was communicated to the commanding officer of the marines, and he was also desired to tell the men, that they should have ten guineas, if they conducted themselves properly. The marines were drawn up, under arms, upon the poop, along the gangways, in the waist, and on one side of the quarter deck. A heap of saw-dust was thrown on the other side of the quarter deck, and a cushion placed upon it: in the middle, upon the gratings, a platoon of nine marines were drawn up in three lines, three in each: the two foremost lines, which were intended to fire, had their bayonets fixed, as is cusmary, on such occasions.

Orders had been given, for all the men of war at Spithead to send their boats with the captains and all the officers of each ship, accompanied by a party of marines under arms, to attend the execution. In compliance with these orders, they rowed from Spithead, and made the harbour a little after eleven o'clock; but with great difficulty and danger, as it blew a dreadful gale at W. N. W. Notwithstanding the state of the weather, there was a prodigious number of other boats round the ship, on the outside of the men of war's boats, which last kept them off. No person was suffered to go on board the Monarque.

About eleven o'clock, Admiral Byng walking across his cabin, and observing the crowd of boats out of one of the cabin windows, took up a spying glass, to view them more distinctly. The decks, shrouds, and yards of all the ships that lay near were crowded with men; upon which he remarked "Curiosity is strong; it draws a great number of people together; but their curiosity will be disappointed: where they are, they may hear, but they cannot see." A gentleman said to him, "To see you so easy and composed, sir, gives me as much pleasure as I can have on this occasion; but I expected no less from the whole of your conduct heretofore; and the last actions of a man, mark his character more than all the actions of his life."

"I am sensible they do, sir," replied he, "and am obliged to you for putting me in mind. I find innocence is the best foundation for firmness of mind."

He continued to walk about in the cabin for some time; enquired what time it would be high water; observed that the tide would not suit to carry his body ashore after dark; he expressed some apprehensions, that his body might be insulted, if it were carried ashore in the day time, on account of the prejudices of the people against him: but his friends assuring him that there were no such disposition among the inhabitants of Portsmouth, he appeared very well satisfied on that head.

He walked out of the great cabin to the quarter deck, accompanied by a clergyman, who had attended him during his confinement; and two gentlemen, his relations. One of these went with him to the cushion, and offered to tie the bandage over his eyes; but he having a white handkerchief ready folded in his hand, replied, with a smile on his countenance, "I am obliged to you, sir; I thank God I can do it myself; I think I can; I am sure I can;" and tied it behind his head himself.

He continued upon his knees rather more than a minute, much composed, and apparently recommending himself to the Almighty; and then dropped his handkerchief, the signal agreed upon, a few minutes before twelve o'clock. On this, a volley was fired from the six marines; five bullets went through him, and he was in an instant no more: the sixth went over his head. The spectators were amazed at the intrepidity of his behaviour, and scarcely could refrain from tears. One of the common seamen, who had stood all the time, full of attention, with his arms across, cried out, with a kind of enthusiasm, when he saw him fall, "There lies the bravest and best officer of the navy."

The Ramilies, the vessel which Admiral Byng had commanded in the Mediterranean, was riding at her moorings, in the harbour, and about half an hour before he suffered, she broke her mooring chain, and was only kept from drifting by her bridle. This circumstance struck the superstition of the sailors very forcibly.

A few minutes before his execution, he delivered to the marshal of the admiralty the following paper, addressing himself to him in these words:—

"Sir, these are my thoughts on this occasion. I give them to you, that you may authenticate them, and prevent any thing spurious being published, that might tend to defame me. I have given a copy to one of my relations."

"'A few moments will now deliver me from the virulent persecutions, and frustrate the farther malace of my enemies: nor need I envy them a life subject to the sensations my injuries, and the injustice done me must create. Persuaded, I am, justice will be done to my reputation hereafter: the manner and cause of raising and keeping up the popular clamour and prejudice against me, will be seen through. I shall be considered (as I now perceive myself,) a victim destined to divert the indignation and resentment of an injured and deluded people, from the proper objects. My enemies themselves must now think me innocent. Happy for me, at this my last moment, that I know my own innocence, and am conscious that no part of my country's misfortunes can be owing to me. I heartily wish the shedding of my blood may contribute to the happiness and service of my country; but cannot resign my just claim to a faithful discharge of my duty, according to the best of my judgment, and the utmost exertion of my ability for his majesty's honour and my country's service. I am sorry that my endeavours were not attended with more success, and that the armament under my command proved too weak to succeed in an expedition of such moment.

"'Truth has prevailed over calumny and falsehood; and justice has wiped off the ignominious stain of my supposed want of personal courage or disaffection. My heart acquits me of these crimes. But who can be presumptuously sure of his own judgment? If my crime is an error of judgment, or differing in opinion from my judges; and if yet, the error in judgment should be on their side, God forgive them, as I do; and may the distress of their minds, and uneasiness of their consciences, which in justice to me they have represented, be believed, and subside, as my resentment has done.

" 'The supreme Judge sees all hearts and motives, and to him I must submit the justice of my cause.

J. Byng.' "

On board his Majesty's ship Monarque, in
Portsmouth harbour, March 14, 1757.

Of the sentiments entertained of the proceedings against Admiral Byng, the following testimony addressed to Voltaire, by Marshal Richlieu, who from the height of a plain country had witnessed the engagement, must speak volumes, as proceeding from the enemies of his country.—It was transmitted to Admiral Byng by Voltaire, who introduces it in the following words:

"Sir—Though I am almost unknown to you, I think 'tis my duty to send you the copy of the letter which I have just received from the Marshal Duke of Richlieu: honour, humanity, and equity, command me to convey it into your hands. This noble and unexpected testimony, from one of the most candid, as well as the most generous of my countrymen, makes me presume your judges will do you the same justice.

" I am, with respect, Sir, &c.

" Voltaire"

" To the Hon. J. Byng, Esq."

" Sir,—I am very sensibly concerned for Admiral Byng. I *do* assure you, whatever I have seen or heard of him, does him honour. After having done all that man could reasonably expect from him, he ought not to be censured for suffering a defeat. When two commanders contend for victory, though both are equally men of honour, yet one must necessarily be worsted; and there is nothing against Mr. Byng but his being worsted, for his whole conduct was that of an able seaman, and is justly worthy of admiration. The strength of the two fleets was at least equal: the English had thirteen ships, and we twelve, much better furnished and much cleaner. Fortune, that presides over all battles, and especially those that are fought at sea, was more favourable to us than to our adversaries, by sending our balls into their ships with greater execution. I am persuaded, and it is the generally-received opinion, that if the English had obstinately continued the engagement, their whole fleet would have been destroyed.

"In short, there can be no higher act of injustice, than what is now attempted against Admiral Byng, and all men of honour, and all gentlemen of the army are particularly interested in the event.

"RICHLIEU."

"I received this original letter from Marshal Duke de Richlieu, the 1st of January, 1757, in witness of which I have signed my name

"VOLTAIRE."

We shall conclude our account of this unfortunate and disgraceful affair, which we have, from its peculiar interest, been led to extend beyond our usual limits, with the monumental inscription in the parish church of Southill, the place of Admiral Byng's birth:—

"To the perpetual Disgrace of
Public Justice,
The Honourable JOHN BYNG,
Vice-Admiral of the Blue,
Fell a Martyr to
Political Persecution,
On March 14, in the year 1757:
When Bravery and Loyalty,
Were insufficient Securities
For the Life and Honour
Of a Naval Officer."

ADMIRAL BOSCAWEN,

WHOSE life and naval exploits we are now about to submit to our readers, was the third son of the first Lord Viscount Falmouth; he was born on the 19th of August, 1711.

At the age of twelve years, having a strong predilection for a seafaring life, he was placed on board a frigate as a midshipman: and having served the usual time, was appointed to a lieutenancy, in which capacity he displayed all those traits of bravery and talents as a seaman, for which he was so eminently distinguished during the progress of his valuable life.

In 1739, March 12, he was appointed captain of the Leopard, a fifty gun ship: of his services, during the time he had the command of this vessel, we have nothing authentic to guide us; but in 1739, we find him transferred to the command of the Shoreham frigate, with orders to cruize on the Jamaica station. At the commencement of hostilities with Spain, it was intended that the Shoreham should have formed one of the fleet under Admiral Vernon, in the expedition against Porto Bello; but in consequence of her needing some repairs, it was thought advisable not to employ her on that occasion. This was a sore disappointment to Captain Boscawen, who had anticipated a participation in the expected glory and riches of the enterprize, and he was resolved to go, if possible, though his vessel was not to serve in the fleet, he therefore solicited Admiral Vernon, to be allowed to accompany him as a volunteer, to which the admiral cheerfully acceded; and when Porto Bello was reduced, he selected Captain *Boscawen* for one of the officers, to superintend the demolition of the fortress. After this, he resumed the command of the Shoreham; and in 1741, sailed with Admiral Vernon against Carthagena. In this expedition an opportunity offered for that display of enterprize and contempt of danger, for which he had already distinguished himself. The enemy had erected a fascine battery on the island of Bam, which greatly obstructed the operations of the army against the castle of Bocca Chica; and, therefore, though the attempt was generally considered one of great difficulty and danger, it was resolved to capture or destroy it. Accordingly, a force of two hundred soldiers, and three hundred sailors, (the latter under the command of Captain Boscawen) was appointed for the purpose.

It was at first intended that the enterprize should be effected on the 17th of March; but in consequence of the excessive violence of the wind, it was found necessary to defer it till the 19th. About midnight the while arrangements being complete, the boats left the ship: they first rowed towards the shore, about a mile to leeward of the battery which they were to attack. This plan was adopted, in order that no alarm or suspicion might be created by the noise of their oars. As soon as they reached the shore, Captain Boscawen leaped out of the boat, and was instantly followed by the seamen; and putting himself at their head, he pushed on towards a small sandy bay, to which there was a narrow channel between two reefs of rocks: here the enemy had erected a battery of five guns; of this battery the British were completely ignorant, so that they had advanced to the very muzzle of the guns, before they perceived their danger. Immediately the enemy opened a heavy fire on them, anticipating their confusion and route under such circumstances; but the British, though taken unawares, were not daunted or confused; Captain Boscawen, ever distinguished for presence of mind, was convinced, that if there was any delay or backwardness, they would be all lost, and the enterprize would completely fail; he therefore rushed forward, his men followed him, they entered through the embrasures, drove the enemy from their guns, before they had time to make a second discharge; and thus, with comparatively little loss, made themselves masters of this important position.

As soon as the Spaniards in the battery, which was to be the next object of attack, perceived what had happened, they turned three pieces of cannon on the British, and began a very brisk fire with grape shot, but their pieces being too much elevated, very little injury was sustained by the British. Captain Boscawen and his party however were not men to stop short in the midst of their success, and accordingly they rushed forward in the most gallant and undaunted manner; drove the enemy from their principal post, and carrying the battery almost in an instant, they spiked the guns, tore up and burnt the platforms, destroyed the carriages, guard houses and magazines; and then returned to their ships. But their exertions and enterprise was again to be called forth; for the Spaniards as soon as they could return to this battery, set themselves most strenuously and indefatigably to repair it, and if possible, to put it in such a state of defence, as should set at naught all the attempts of the British against it. But they knew not the enemies with whom they had to contend: in a few days indeed they had the satisfaction to perceive, that from the repaired battery, they could bring six guns to bear on the British fleet. Their satisfaction and the fruits of their labour, were however of very short duration, for Captain Boscawen was again sent to attack it. It was resolved, this time to change the mode and nature of the attack; and he was accordingly ordered to take his own vessel, the Shoreham, and the Princess Amelia and Litchfield, and anchor them as near the battery as possible: as soon as they reached a proper distance, they were directed to bring their broadsides to bear on it: the next step was to land a detachment of seamen under the protection and cover of the fire from the ships. These measures were carried into execution with so much promptitude, that the enemy fled from their battery without even firing a shot.

On the death of Lord Aubrey Beauclerk, who was killed at the attack on the castle of Bocca Chicha, Captain Boscawen was promoted to the command of his lordship's ship, the Prince Frederic of 70 guns, and was ordered to superintend the destruction of the various Spanish forts, of which the British were then masters.

Soon after this, he was sent home with dispatches from Admiral Vernon, and arrived in England in May, 1742: from this period to 1745, he was employed to cruize in the channel, on which station he captured a French frigate, called the Medea. In the beginning of 1746, he was removed to the command of the Royal Sovereign, employed as a guard-ship at the Nore; an appointment, at this time, of considerable importance; for the rebellion of Scotland rendering it necessary for government to fit out a great number of small vessels as cruisers. Captain Boscawen was empowered to superintend their equipment, and hasten them to their destination, which duty he discharged in a very judicious and satisfactory manner. Shortly after this, he was appointed to the command of the Namur, a ninety gun ship, but having undergone some repairs, now mounted with only seventy-four.

In November, 1746, he was ordered to act as commander of a small squadron, to cruise at the entrance of the channel: during the cruize he captured two vessels; one the Intrepid, a privateer from St. Maloes, of twenty guns and two hundred men; the other a dispatch-boat from America to France, with intelligence that the expedition under Admiral de Jonquiere, and the Duc d'Anville, had totally failed, and that d'Anville was dead.

In 1747, he was captain in the fleet, under the command of Admirals Anson and Warren, and distinguished himself greatly in the battle of the 3d of May, with the French squadron, commanded by M. de la Jonquiere.

His conduct in this action, in which he was wounded in the shoulder, procured him the distinction of rear-admiral of the blue; and this promotion was soon after followed by an appointment of a most singular nature: for it being judged expedient to send a large force to the East Indies, Admiral Boscawen was appointed not only to the command of the fleet, but of the land forces employed on this expedition.

Various adverse circumstances delayed the arrival of the fleet at the island of Mauritius (which was intended for the first point of attack,) until the latter end of June, 1748, and the admiral proceeded immediately to follow his instructions. Before the vessels came to an anchor, a party was despatched in a boat to reconnoitre the coast, and on their return, the admiral learnt that the batteries and other means of defence possessed by the enemy, were very formidable.

The boat had been fired upon from eight batteries, as well as from the forts at the entrance of the harbour; a large ship, with two tier of guns was also laying with her broadside across the mouth of the harbour; and there were thirteen other ships in the harbour, some fitting out, and others ready for sea. It was likewise stated, that a reef of rocks ran along within twenty yards of the shore, which rendered it impossible for boats to land, except at the mouth of the river, which was effectually protected by the batteries. In consequence of these difficulties, the attempt on the island of Mauritius was reluctantly abandoned, and Admiral Boscawen resolved to proceed to Pondicherry. There, however, after continuing their operations till the 25th of September, and being greatly reduced by sickness and fatigue, they were compelled, by the approach of the rainy season, to reimbark the troops and stores, and raise the siege. The admiral, however, by his conduct gave general satisfaction, and is said to have shewn himself as able as a land officer, as he had before done in what might be called his proper element, the sea service.

On the return of the fleet to England, they encountered a most violent storm on the 13th of April, 1749, in which the Namur, which bore the admiral's flag, and two other vessels, were unfortunately lost in the road of Fort St. David's. The admiral was, providentially, ashore at the time, and about seventy of the men were sick in the hospital; but almost all the men who were on board perished.

The peace of Aix-la-chapelle now rendered his professional services no longer necessary; he therefore devoted his time to the faithful, conscientious, and regular discharge of his duty as a member of parliament, for Truro in Cornwall. In the house he did not officiously put himself forward on questions or subjects out of the line of his experience or information; but what he said was remarkable for good sense, and was always listened to with due and flattering attention. It is said, that he was often consulted by ministers on naval affairs; and on the 22d of June, 1751, he was appointed one of the lords of the Admiralty. On the 4th of February, 1755, he was promoted to the rank of vice admiral of the blue; and on the prospect of hostilities with France, Admiral Boscawen was selected to watch the French fleet, under Mons. Bois de la Motte; which was suspected to be intended against our settlements in America.

The French admiral seems to have learnt, or suspected that he was pursued; and accordingly, as soon as he arrived off the coast of Newfoundland, taking advantage of the fogs which so frequently prevail there, especially during the spring months, he divided his force into two parts; one division pushed forward for the river St. Lawrence, by the usual channel, while the other entered the same river by the straits of Belleisle.

On the 10th of June, two of the admiral's ships, the Dunkirk and Defiance, both of sixty guns, fell in with two of the enemy's ships, the Alcide, of sixty-four guns and four hundred and eighty men, and the Lys, pierced for as many guns, but, mounting only twenty-two, and having on board eight companies of soldiers. After a resistance of nearly five hours, they were captured: the Lys proved a valuable prize, as she had on board, specie to the amount of eighty thousand pounds: there were also several officers of distinction in her. It is a circumstance deserving of notice, that Mons. Hockquart, who commanded the Alcide, was now for the third time the prisoner of Admiral Boscawen, who first took him when captain of the Medea, in 1744, while the admiral had the command of the Dreadnought; and afterwards, when captain of the Diamond, when the admiral was in the Namur, in the year 1747. Having thus frustrated the intentions and plans of the enemy, Admiral Boscawen returned to England, with his prizes and one thousand five hundred prisoners.

In the year 1756, he was raised to the rank of vice admiral of the white; and this promotion was very soon followed by the rank of vice-admiral of the red. On the 8th of February, 1758, he was again advanced, being appointed admiral of the blue, and commander-in-chief of the fleet which was destined to co-operate in the siege of Louisbourgh. During the operations of the siege, there was not much occasion or opportunity for the naval part of the expedition to act; but in every thing that was done, Admiral Boscawen displayed his usual promptitude, good sense, and anxiety to serve his country.

On the 6th of December, 1758, Mr Onslow, the speaker of the House of Commons, delivered to Admiral Boscawen, the unanimous thanks of that house, in the following terms: — " Admiral Boscawen, the House have unanimously resolved, that their thanks should be given to you, for the services you have done to the king and country in North America; and as it is my duty to convey their thanks to you, I wish I could do it in a manner suitable to the occasion, and as they ought to be given you, now standing in your place, as a member of this house: but, were I able to enumerate and set forth, in the best manner, the great and extensive advantages accruing to this nation from the conquest of Louisbourgh, with the islands of Cape Breton and St. John's, I could only exhibit a repetition of what has already been, and is the genuine uniform sense and language of every part of the kingdom: their joy, too, has been equal to their sentiments upon this interesting event; and in their sentiments and joy, they have carried their gratitude also to you, sir, as a principal instrument in these most important acquisitions: you are now, therefore, receiving the acknowledgments of the people, only in a more solemn way, by the voice, the general voice, of their representatives in parliament,—the most honourable fame that any man can arrive at, in this or any other country. It is on these occasions, a national honour from a free people, ever cautiously conferred, in order to be more esteemed, and be the greater reward:—a reward which ought to be reserved for the most signal services of the state, as well as for the most approved merit in it; such as this house has usually, and very lately, made their object of public thanks. The use, I am persuaded, you will make of this public testimony and high reward of your services and merit, will be the preserving in your own mind, a lasting impression of what the commons of Great Britain are now tendering to you, and in a constant continuation of the zeal and ardour for the glory of your king and country, which have made you to deserve it. In obedience to the commands of the house, I do with great pleasure to myself, give you the thanks of the house, for the services you have done to your king and country in North America."

To this letter, Admiral Boscawen made the following reply:

Mr. Speaker, I am happy in having been able to do my duty, but have not words to express my sense of the distinguishing reward that has been conferred upon me in this house; nor can I enough thank you, sir, for the polite and elegant manner in which you have been pleased to convey to me the resolution."

In the year 1759, Admiral Boscawen was appointed to the command of a squadron consisting of fourteen sail of the line and two frigates, which was destined to watch the harbour of Toulon, in which there was then laying a powerful French fleet ready to come out.

Impatient of the system of blockade, Admiral Boscawen did all he could to provoke M. de la Clue, the French admiral, to come out but in vain; and at length the former came to the resolution of sending the Culloden, Jersey, and Conqueror into the mouth of the harbour, to attempt the destruction of two ships laying there. The English, however, were unexpectedly saluted with a heavy fire from several masked batteries, and after sustaining the attack with great bravery for three hours, were compelled to retire without accomplishing their purpose. In the end, however, this very failure effected the object which the British admiral had in view, and proved the destruction of the enemy's fleet; for in the attack, the Culloden and her companions had suffered so much, that Admiral Boscawen found it necessary to repair to Gibraltar to refit his ships; and suspecting that the enemy would take advantage of his absence, and put to sea, he stationed some frigates in such a manner, as might give him early information of this event. It happened as he anticipated and expected. Having satisfactorily ascertained that they were gone to Gibraltar, he ventured to put to sea a short time before Admiral Boscawen had completed the objects for which he had returned to port. The admiral had stationed, as we before remarked, his frigates in such a manner, as to give him early information of the enemy's movements: one was cruising off Malaga, and another near Ceuta. On the 27th of the month, the latter made the signal of the appearance of the enemy, fourteen sail, on the Barbary shore, to the eastward of Ceuta. The British fleet immediately got under weigh, with the same number of ships of the line, a frigate and a fire-ship. Soon afterwards, seven sail of strange vessels were seen, to whom chase was given: at noon, on the 28th, the British came up with them, and about half-past two, the headmost ships began to engage. Admiral Boscawen, early in this day's fight, was obliged to shift his flag from the Namur, in consequence of that vessel having lost her mizenmast, to the Newark. By this accident, and the coming on of night, only one vessel was captured at this time, the Centaur, of seventy-four guns. On the morning of the 29th, only four ships were visible; they were standing in for the land, with very little wind. In the course of a few hours, the Ocean, one of them, ran in among the breakers, and three of the others came to anchor; the former was taken immediately, but M. de la Clue, who had had his flag on board of her, had been previously landed. As it was found impossible to bring this vessel off, she was set on fire. The Temeraire, a seventy-four gun ship, was brought off with little damage, as well as the Modeste, a sixty-four gun ship; but it was found necessary to destroy the other, the Redoutable.

Having by this victory, completely fulfilled the object for which he had been sent out, Admiral Boscawen returned to England; and on the 9th of December, was appointed general of marines, with a salary of three thousand pounds a year. The only naval service in which he was afterwards employed, was in conjunction with Lord Hawke, in watching the motions of the French fleet, and harrassing the commerce of the enemy off Quiberon Bay. On being recalled from this station, his health being very precarious, the admiral retired to a seat which he had just finished at Hatchlands, in the county of Surrey, where he was soon after attacked by a bilious fever, which put an end to his valuable life, on the 10th of January, 1761.

ADMIRAL LORD ANSON.

GEORGE ANSON was born in the parish of Colwich, on the 23rd of

April, 1697; and very early in life embraced the profession in which he afterwards bore so distinguished a rank. Before he was twenty years old he was appointed to be second lieutenant of the Hampshire man-of-war, by Sir John Norris, and served in the same capacity in the Montague, under Sir George Byng. On the 19th of March, 1722, he was raised to the rank of commander, and appointed to the Weazel sloop-of-war; and on the 20th of February, in the following year, he was made a post captain, and received the command of the Scarborough, in which ship he was stationed for three years off the coast of South Carolina. His ship being recalled to England in 1727, and paid off, he was appointed to the Garland, with which he returned to his former station, which enabled him at once to attend to his public duties, and superintend his private affairs, he having purchased extensive lands in the province of South Carolina, and laid the foundation of a settlement there.

In the spring of 1735, Captain Anson again returned to England; and his ship being paid off, he remained unemployed until the month of December, 1737, when he was appointed to the command of the Centurion, with which he sailed to the coast of Guinea, and after an extensive cruize, during which he touched at Barbadoes, and also at the coast of South Carolina, he returned to England again in 1739, just as the war with Spain was on the point of breaking out; and it was determined by the British ministry, to attack the Spanish settlements on the western coast of South America, before they could be prepared to defend themselves.

For this purpose Captain Anson was fixed upon to command; and, accordingly, on the 10th of July, 1740, he was appointed Commodore of a squadron, consisting of his old ship, the Centurion, together with the Gloucester, Severn, Pearl, Wager, and Trial sloop. The Duke of Newcastle was at that time principal secretary of state, and from him Commodore Anson received his final instructions on the 28th of June, 1740, though they had been prepared, and were dated as far back as the 31st of January, a sufficient proof of the procrastinating spirit in which the expedition was conducted.

On his arrival at Portsmouth, Commodore Anson found that his ships wanted three hundred men of their complement; and on his application to the admiralty, after considerable delay, he was furnished with only one hundred and seventy, and of these, thirty-two were from the hospital, and ninety-eight were marines. But this disappointment was trifling, compared to what yet awaited him. The land force of the expedition was intended to consist of five hundred soldiers, but instead of active, hardy men, full of the enterprising spirit of youth, those selected for this purpose were taken from the body of Chelsea invalids: men who were already exhausted in their country's service, and who now, instead of being permitted to enjoy in peace the pensions they had so hardly earned, were now dragged from their retreats, to expose their wounded limbs and aged bodies in a distant climate, without one hope to reward the sacrifice, or any other prospect than that of perishing miserably by disease.

The spirit of mismanagement and personal intrigue which then ruled in the British government prevailed, however, over all the representations and remonstrances of Commodore Anson; and accordingly, on the fifth of August five hundred of these poor invalids were ordered to embark, but of this number only two hundred and fifty-nine arrived on board; all who had strength deserted, and of those who remained many were upwards of sixty, and several exceeded seventy years of age. The embarkation of these poor decrepit men, with their grey heads and enfeebled frames, presented a most afflicting scene, at the same time that it excited the indignation of those who thus beheld the honor of England confided to hands *so unequal* to the trust.

To supply the deficiency occasioned by the desertion of the invalids two hundred and ten marines were ordered on board, but even these were raw recruits, who had been so little trained, that not one of them had ever been permitted to fire his piece. Such as they were, however, the Commodore was obliged to be content; and on the 10th of August the squadron sailed from Spithead to St. Helens. Here the effects of the shameful system of procrastination which had been persisted in towards this expedition began to be severely felt. The westerly winds which become prevalent in the English channel at the autumnal season, set in with extraordinary violence, and to complete the ridiculous mismanagement of the government, Anson was detained forty days after he was ready for sea, in order that he might convoy a large fleet of merchantmen.

Aware of the consequences of delay, at this advanced state of the season, Commodore Anson at length, by his pressing instances, obtained leave to depart; and accordingly availing himself of the first moderate weather, though the wind was still unfavourable, the expedition sailed.

The squadron consisted of the Centurion, of sixty guns and four hundred men, commanded by Anson; the Gloucester, of fifty guns and three hundred men, commanded by Captain Richard Norris; the Severn, of fifty guns and three hundred men, commanded by the honourable Captain Edward Legg; the Pearl, of forty guns and two hundred and fifty men, commanded by Captain Matthew Mitchel; the Wager, of twenty eight guns and one hundred and sixty men, commanded by captain Kidd;

and the trial sloop, of eight guns and one hundred men, commanded by the honourable John Murray. Two transports attended the men of war as victuallers; the largest was about four hundred tons, and the other about two hundred. The unfortunate detachment of soldiers was commanded by Colonel Cracherode.

The same disheartening delay which had attended the preparations for the expedition, continued to accompany the squadron on the ocean. The passage from Portsmouth to Madeira is often performed in ten days, but this ill-fated fleet took no fewer than forty. And the consequences of navigating along the southern extremities of America, were thus rendered every day more and more dangerous.

After the squadron had remained about a week at Madeira, watering, and taking on board wine and other refreshments, they weighed anchor, and proceeded to sea.

On Sunday, the 21st of December, the fleet came to an anchor off the island of St. Catherine, where Anson proposed to remain some time, the whole squadron being in want of refreshments, and many of the soldiers and seamen confined to their hammocks, afflicted with fevers, and with the calenture. Eighty men from the Centurion alone were sent ashore, sick; and every ship in the fleet was, in proportion, equally unfortunate. Twenty-eight of the Centurion's men died, and the mortality was in like proportion among the sick of the other ships.

On the 18th of January, 1741, the squadron being refitted and the sick taken on board, they left St. Catherine's. On the day immediately following their departure, the weather became squally, accompanied with rain, lightning and thunder, attended with so thick a fog, that the ships disappeared from each other. When the air cleared, it was discovered that the Pearl had parted from the squadron, and that the Trial had fallen far to leeward, and lost her mainmast.

Scarcely had the sternmost ship cleared the Straits when the wind shifted against the squadron aud ble w in vioent squalls. The tide which had hitherto flowed in their course, turned at once as furiously in opposition, and the Wager, with the store-ship, were soon seen in the peril of being driven on the frightful cliffs of the Staten islands. The sea was raised into the most tremendous billows. The ships were flung from side to side, and the men were so tossed about on the deck, that several were killed outright, and others dreadfully dislocated by the shocks, while the snow and sleet with which the violent blasts came loaded, encrusted the rigging with ice and stiffened the sails till they became hard, and as brittle as glass or porcelain.

It was now that the consequences of the delay, which had taken place at home, began to be felt. The winter continued to increase in severity, and many of the men were incurably smitten by the frost in their feet and hands. In the midst of one of these tempests, a sailor, belonging to the Centurion, was accidentally thrown overboard. Notwithstanding the violence of the sea, he swam strong and courageously; but the crew on board could afford him no help, and with aching hearts, they saw him disappear from their view.

On the 3d of April, another storm arose, which exceeded, in vehemence, all that the squadron had yet experienced. In its first onset, a dreadful wave broke over the Centurion, and damaged both her hull and her rigging. At break of day, the Wager was seen far to leeward; her mizenmast, and maintopsail yard gone. Three days before this, the Pearl and the Severn were missing; and it was believed that they had been driven upon the shore of Terra *del Fuego*, and had perished. The fate of the Wager affords one of the most dreadful tales in the records of shipwreck.

On the 24th of the same month another tempest separated the remaining four ships of the squadron, and the Centurion was left alone. To complete their misery the scurvy spread so rapidly among them, that before the end of April, there were but few on board not in some degree infected; and before the unfortunate Centurion reached an anchorage on the 12th of June, such was the mortality on board, that she lost upwards of two hundred men, and could not muster more than six foremast-men in a watch, capable of doing duty.

Among the many loathsome phænomena of this dreadful malady, it was found that old wounds opened afresh. A remarkable instance of this happened to one of the ill-fated veterans who had been sent from Chelsea Hospital. This old man had been wounded fifty years before, in the battle of the Boyne. He had been then cured, but the scurvy forced the scar of his wound to open, as if it had never been healed; even the callosity of a broken bone, which had been perfectly formed, was dissolved, and the fracture became as if it never had been reunited.

On the 9th of June, the island of Juan Fernandez was seen by the Centurion: but such was now her deplorable condition, shattered by storms in the hull, and weakened by disease in the crew, that it seemed almost impossible for the ship to attain the anchorage.

In the course of the night, however, the ship came to anchor, and at four o'clock in the morning, a lieutenant with a party in the cutter entered the bay, and soon returned with a quantity of grass and several seals to the ship. The grass was eagerly consumed as vegetables, and during the absence of the cutter, the men on board the ship had caught a plentiful supply of excellent fish. Next day, the Centurion was moved round to the port of rendezvous, and Anson had the satisfaction also to see the Trial come to an anchor, but in a condition little better than that of the Centurion.

The arrival of the Trial, so soon after that of the Centurion, induced the commodore to expect that he should be speedily joined by the rest of the squadron; but near a fortnight elapsed without any of them appearing, and such had been the sickness aboard the Trial and Centurion, that had they continued so much longer at sea, there was reason to think every man on board must have perished; and, on this account, it began to be justly dreaded, that the crews of the missing ships had all died, and that the vessels, occupied only by the skeletons of the dead, were driven at random by the winds and waves. On the 26th, a sail was however descried, which soon after proved to be the Gloucester.

Boats were immediately loaded with fresh water, fish and vegetables, and dispatched to the ship. And it was found, when they arrived alongside, that two-thirds of the crew had died, and except the officers and their servants, hardly a man was able to keep the deck. The stores, too, were so far exhautsed, that the allowance of water was reduced to one pint per man for twenty four hours. Some idea may, therefore, be formed of the distress on board this unfortunate vessel, and of the grief with which she was seen from the shore upwards of a fortnight, endeavouring in vain to make the anchorage, and obliged, at last, to bear away for sea.

Nearly a week elapsed before she was again seen, and when she came back, her crew were become helpless, and but for the supply sent on her reappearance, every man on board must have perished for the want of fresh water. A month was now spent in attempting to come to anchor, and the hopes of her crew and of the spectators on shore were almost extinguished, when they beheld her a third time obliged to put to sea.

On the 23d of July the Gloucester at length happily attained the anchorage: and the remnants of her crew, scarcely the fourth part of the original number, were relieved from the prospect of a dreadful death. But some of the ships were still missing, and among them the transport, with the main part of the stores; and the commodore was obliged to confess his fear of still greater suffering, by abridging the allowance which had hitherto been distributed: the joy, therefore, with which her appearance was discovered, may be easily conceived. She was several weeks behind the Gloucester, and the last of the squadron that ever joined the commodore.

About the beginning of September, when the sick were recovered by their residence on shore, Commodore Anson again prepared to put to sea with the small remains of his squadron, the Centurion, the Gloucester, and the Trial; the transport being no longer sea-worthy, was destroyed, and the remains of her crew placed on board the Gloucester. Out of nine hundred and sixty-one men, who had composed the crews of these three vessels, the appalling number of six hundred and twenty-six had perished, thus leaving a number short of the proper compliment of the Centurion alone, to be distributed between the three vessels. Previous, however, to their leaving the island, a strange sail was discovered in the horizon, which, altering its course, led to the conclusion that she had discovered the tents on the shore, and being a Spaniard, would alarm the colonies of the British squadron; accordingly, the Centurion immediately put to sea, but losing sight of her, continued to cruize a few days longer, when another ship hove in sight, which they captured, and from the intelligence they received from their prisoners, their hopes of being rewarded for all their toils and sufferings, revived.

On the 19th of September the Centurion, with her prize equipped for cruizing, sailed from the island of Juan Fernandez, and soon after fell in with a large Spanish merchantman which had been captured by the Trial, but in consequence of the boisterous weather the latter was so damaged, that it was found necessary to destroy her, and transfer the crew to the prize.

On the 11th of November, the Centurion fell in with a rich merchantman from Paita which he captured; and having learnt from her that the governor of Paita dreading an attack from Anson's squadron, were already preparing to remove the treasure up into the country, the commodore resolved to lose no time in attacking the latter place.

The Centurion was then about twelve leagues from the shore, and it was decided that the attack should be made by the boats. The town of Paita was open, and the harbour protected only by a small fort surrounded by a common brick wall, and defended by one weak company of soldiers; it was, however, supposed that the inhabitants of the town might muster three hundred fighting men.

About ten o'clock at night, the boats being manned, pushed off towards the shore. No sooner, however, had they entered the bay, than the people on board a vessel riding at anchor perceiving them approaching, and getting into their boat, rowed towards the fort, crying, The English, the English! The town was alarmed, and lights were seen hurrying backwards and forwards in the battery. The British sailors gave additional vigour to their oars, and as they reached the landing-place, a shot whistled over their heads, but they were disembarked before a second gun was fired, and the guides conducted them into the middle of the town. Only sixty men were employed in the assault. As they marched along, they shouted with so much heartiness, that the noise, joined to the sound of their drums, and the magnifying obscurity of the night, augmented their number, in the consternation of the Spaniards, to at least three hundred; and after only one volley from the merchants, who had assembled to defend their property, no opposition was made; so that in less than a quarter of an hour from the time of the landing, the town was completely taken. In the pillage which ensued, little outrage was committed on the persons of the inhabitants, the peculiar humour of the sailors was strikingly displayed; they took the embroidered clothes of the Spaniards, and triumphantly put them on over their dirty trowsers and jackets, not forgetting the wigs and lace hats; some indeed, rather than be without a share of the spoil, so ludicrously metamorphosed themselves in female finery, that their officers could scarcely recognize them.

No time was lost in collecting the treasure and the plunder of the churches; the whole of which was sent on board the Centurion; the prisoners agreeable to the promise which had been made the guides, were sent on shore; and, as the governor refused to ransom the town, it was set on fire.

On the 16th of November, about midnight, the Centurion and her companions sailed from Paita, and being soon after joined by the Gloucester, they proceeded towards California, with the intention of touching in the neighbourhood of Panama, in order to open, if possible some communication with Admiral Vernon, but on examining some papers on board a prize they had captured since quitting Paita, it was discovered that Vernon's expedition had failed; and accordingly Commodore Anson was compelled to abandon his design, and to turn his intention entirely to cruizing. With this view the squadron steered for the island of Quibo, where they anchored on the 21st December, and having taken in wood and water, on the 13th January, they sailed for the purpose of intercepting and capturing the galleon which annually sails between Manilla and Acapulco; and in the course of this cruize they learnt from the prisoners taken in some inconsiderable prizes, that the departure of the galleon from Acapulco was fixed for the 3d of March. On the first of that month the squadron observed the high lands, called the pass of Acapulco, and at fifteen leagues distance Commodore Anson distributed his ships so as to prevent the possibility of the galleon's escape within the distance of at least twenty-one leagues. But the galleon it is presumed having had some information, again sailed, and after passing from the extreme of hope to that of despondency they were compelled to proceed to Chequetan for a fresh supply of water. On the 6th of May, 1742, the squadron left the coast of America; and now again the scurvy began to make a dreadful havock among the crew.

On the 26th of July, the squadron suddenly met with a westerly wind, and a violent storm came on, which lasted four days; the Gloucester's masts were shattered by the motion, and the Centurion sprang a leak: when the storm abated, and the Gloucester could communicate with the Centurion, her situation was so deplorable, that the commodore was obliged to remove the crew on board his own ship, and destroy the vessel. All the squadron were now destroyed except the Centurion, and with that Commodore Anson steered for the island of Tinian, which he reached on the 27th August, and immediately landed his men, when the fertility of the soil and climate, soon relieved the crew from the dreadful disorder, the scurvy, which had made such appaling havock among them. On the 12th of September, such of the men as were deemed free from all disorders, having been sent on board the Centurion, the commodore still afflicted with the scurvy, remaining on shore; at night, a storm came on which drove the ship from her moorings, and forced her out to sea. When the day dawned and the vessel could not be discerned, the greatest consternation prevailed, many concluded she had foundered, and entreated the commodore to send a boat in search of the wreck. Many abandoned themselves to the most afflicting melancholy; they saw no prospect but that of ending their days on an island where they might never be discovered by any European vessel; they regarded themselves as lost to their country, their friends, and families for ever.

In this terrible dilemma, Commodore Anson retained his wonted firmness; and he formed a scheme for extricating himself and his companions from their dreadful situation, which was, that a Spanish bark which they had captured should be sawn asunder, and twelve feet added to her length, by which she might be able to carry them to China. This idea, had the effect of inspiring a new train of reflections; and several days having passed without the ship re-appearing, every one betook himself with alacrity to the alteration of the Spanish vessel.

On the 11th of October, one of the men being upon a hill, discovered the Centurion, and running down towards the shore, exclaimed in the greatest extasy, "The ship! the ship!" An officer hearing him, ran towards the Spanish bark and told the commodore, who was then at work with an axe in his hand. The unexpected pleasure of the news had such an effect, that he threw down the axe, and shewed, by the liveliness of his joy how little at heart he entertained any hope that the plan which he had formed for returning home would have proved effectual. About five o'clock in the evening the Centurion came again to anchor.

On the 21st of October she left Tinian for the island Macoa. The eastern monsoon was now, in the opinion of the commodore, fairly set in, and the Centurion proceeded with a constant gale blowing right astern; but a large hollow sea pursued her, and she laboured very much, which occasioned her rigging often to give way; for by this time it was become rotten, while the working of her planks increased her leaks. Still, however, as the wind was fair, the men in reinvigorated health, and the vessel steering homeward, there was no fear nor discontent on board. But as she passed the rocks of Vale Rete, an alarm of fire was given from the forecastle. The whole crew were struck with such a panic, that had the officers not retained some presence of mind, and exerted themselves to appease the uproar, all must have met the fate which they thought inevitable. Fortunately, however, the fire was extinguished before it attained any dangerous height.

On the evening of the 5th of November, the main land of China was seen, and in the morning the ship was in the midst of an incredible number of fishing boats, it was thought not fewer than six thousand; few of which had less than five men on board. Notwithstanding the extraordinary appearance of an European man-of-war, none in all this vast crowd, evinced the smallest desire to come on board, or to regard the vessel as any thing worthy of their attention. On the 12th of November the ship came to anchor in the roads of Macao, and next day Commodore Anson visited the govenor to solicit a supply of provisions and naval stores; but such was the procrastination of the various authorities to whom he was referred, that it was not until the 19th of April that the Centurion was in a condition to put to sea.

Having now cleared the coast, his ship in good trim, and his men all in spirits, he summoned the crew on deck and informed them, that he again intended making a cruize; and that he would choose a station where he could not fail of meeting the galleon. This speech gave great joy. The men expressed their hearty approbation in three cheers, and declared themselves willing to do their utmost to obtain the prize. The confidence, indeed, which took possession of the minds of all on board, was truly an assurance of success. They never doubted of meeting with the galleon and of enriching themselves by the capture: so strongly, indeed, were they impressed with this expectation, that one day when the commodore enquired why he had lately not seen any mutton on his table, and knowing that the stock was not exhausted, his butcher told him, seriously, that there were indeed two sheep left, but that if his honour would give him leave, he would keep them for the entertainment of the commander of the galleon.

It was calculated that the galleon should reach Manilla in the course of the month of June, and on the last day of May, the Centurion arrived at the station where she expected to intercept them. The commodore lost no opportunity of improving the men in the use of the guns, in order to insure a conquest, which was to repay them for all their sufferings. As the month of June advanced, the impatience of all hands daily increased. Their journals related the performance of no other duty but that of looking out for the galleon.

On the 20th of June, at sun-rise, a sail was discovered from the mast-head; the news filled the whole ship with the greatest joy. The Centurion instantly steered towards her. At half an hour after seven o'clock she was seen from the deck.

At noon, the Centurion was little more than a league distant from the galleon, and could fetch her wake so that she could not now escape. Soon after, the galleon hauled up her foresail and lay to, with her head towards the north, hoisting her colours and displaying the standard of Spain at the maintop-gallantmast-head. The Centurion was now ready for action, and as it was the practice on board of Spanish ships, at every broadside, for the men to fall flat on deck, in order to escape the shot, Commodore Anson ordered his men to keep up a constant and separate fire, to prevent the advantage which experience had taught the enemy to expect from their practice.

A little after twelve o'clock, squalls of wind and rain came on, and occasionally obscured the galleon; but whenever it cleared up, she was seen resolutely lying to. At one o'clock, the Centurion, being within gun-shot, hoisted her broad pendant and colours. The Commodore observing that the Spaniards had, till that moment, neglected to clear their ship for action, gave orders to fire with the chase guns to disturb them. His general orders, previously, were not to engage until within pistol-shot. The galleon returned the fire with two of her stem chasers. The Centurion then placed her spritsail yard fore and aft, that she might be ready for boarding. The Spaniard trimmed herself in the same manner. The spirits of the Englishmen were now on the start, and they treated this motion as an empty vaunt. The two ships being within pistol-shot, the action began in earnest on both sides. In the first half-hour, the Centurion over-reached the galleon and lay on her bow, raking her with an incessant fire. This manœuvre decided the contest; the Spaniards fell into great confusion; and after having sixty-seven killed and eighty-four wounded, while the Centurion lost only two men and a lieutenant, and sixteen wounded, the galleon struck her colours. Thus was the courage, and patient suffering of the English sailors at length rewarded. But in the same moment that Commodore Anson exulted along with his companions in this happy completion of their wishes, one of his officers told him that the Centurion was on fire, near the magazine. Some cartridges blown up by accident in the engagement, communicated a flame to a parcel of ocum in the after hatchway,and it was rapidly rising into a conflagration; such, indeed, was the peril of his situation, that even escape seemed to be denied; for the galleon fell at the same time on board the Centurion, and the fate of both appeared to be inevitable. The commodore preserved his wonted presence of mind, and calmly gave orders to the officers who informed him of the danger, to see the fire extinguished with the least possible alarm. This was happily accomplished, and the Centurion, with her prize, returned triumphantly to Canton.

The chicanery of the Chinese again retarded the refitting of the ships; but a fire happening which threatened a general destruction of the city, the commodore, with his men, so effectually assisted in extinguishing it, that the necessaries which had been almost refused, by policy, were granted in gratitude for his services. The viceroy, also admitted him to a formal audiance, and afforded him an opportunity of impressing the jealous government of China with the importance of the British character, and to claim, for the subjects of the king, a degree of consideration which has since procured for them the greatest respect which the Chinese have ever bestowed on any foreigners.

On the 15th of December, 1743, the Centurion having taken on board the treasure of the galleon, sailed for England, and again met with a providential escape; for the commodore found that, on entering the Channel, he had passed through a French fleet, and only been unobserved by the thickness of a fog which happened to prevail. On the 15th of June, 1744, the Centurion safely anchored at Spithead. Thus terminated this memorable expedition and voyage round the globe, convincing by all its circumstances and happy conclusion, that although prudence, bravery, and perseverance united, are still subject to the control of fortune, they rarely fail of attaining much of what they had determined to achieve.

Commodore Anson was in the forty-fourth year of his age when he returned home. The fame of his exploits, made him greatly popular with the nation. He was promoted to the rank of rear-admiral of the blue, and elected into parliament for Haydon in Yorkshire. On the 27th of December, 1744, he was appointed one of the lords of the admiralty. On the 23d of April, 1745, he was raised to the rank of a rear-admiral of the white, and on the 14th of July, in the following year, he was made a vice-admiral, and during the winter, commanded a squadron in the channel. In the spring, after being on board the Prince George, of ninety-eight guns, with rear-admiral Warren, in the Devonshire, and twelve other ships under his command, on the 3d of May he fell in, off Cape Finisterre, with a squadron and convoy from France, bound to the East and West Indies.

This fleet consisted, in all, of thirty-eight ships. On the appearance of the British, nine of the men-of-war formed into a line ahead of the others, which at the same time stood to the westward before the wind, with all her sails set. Anson had also arrayed his squadron; but observing by the motions of the enemy, that their object was to escape and not to fight, he made a signal for his ships to chace and engage the enemy without regard to the line of battle. The Centurion was in the squadron, and good fortune still attended her. About four o'clock in the afternoon she got up with the sternmost French ship and opened her fire. Two of the largest of the enemy bore down to assist their companion. The Namur, Defiance and Windsor being next to the Centurion, soon also entered into the action; and after having effectually disabled the three French ships, they left them to the care of those astern, and made sail ahead to prevent the van of the enemy from escaping. The Yarmouth and Devonshire having got up, engaged the disabled Frenchmen. The Prince George, with Admiral Anson on board, being alongside of the Invincible, and on the point of pouring a broadside on board, the French commander struck his colours, and between six and seven o'clock in the evening, six men-of-war and four Indiamen were made prizes.

The French commander, in presenting his sword to Anson, courteously pointed to the Invincible and the Glory, two of the ships which had surrendered, and gallantly said, "Sir you have conquered the Invincible, and Glory attends you."

On the 13th of June following the battle of Cape Finisterre, Anson was deservedly raised to the peerage, by the title of Lord Anson, baron of Soberton, in the county of Southampton; and on this occasion, made choice of a motto which happily expressed the equanimity with which he had conducted himself through so many dangers, to this honourable result:—"*Nil desperandum.*"

On the 24th of April, 1748, he married his relation, Elizabeth, the eldest daughter of Philip Lord Harwick, then Chancellor of Great Britain. In the same year he was appointed by the king to convoy him to Hanover.

On the 12th of June, 1749, he was appointed vice-admiral of Great Britain; and on the 12th of June, 1751, when the Earl of Sandwich retired from the head of the admiralty board, Admiral Anson was made first commissioner. In the years 1752 and 1755, during the absence of the king in Hanover, he was named one of the lords justices of the kingdom.

During the victorious administration of the first Pitt, Lord Anson continued at the head of the admiralty; and the success of the squadrons fitted out during that period, is the best proof that can be required of the knowledge with which he distributed the navy, and of the discernment which he evinced in the selection of commanders.

The last time he went to sea, he hoisted his flag on board the Royal George, of one hundred guns, and sailed with a large fleet, in which Sir Richard Hawke was second in command. By this cruize he deterred the French fleet not only from leaving Brest, but from opposing the descents, which according to the good old practice of our ancestors, were made at this time on the coast of France. During the period that he blockaded Brest, he materially improved the discipline of the ships, and thereby contributed to promote the strength of the navy.

On the 30th of July, 1761, he was raised to the dignity of admiral-in-chief of the fleet, and soon after sailed from Harwich in the Charlotte yatch, to bring her late Majesty Queen Charlotte, to England. In the February following he accompanied the queen's brother, Prince Charles, to Portsmouth, in order to shew him the fleet then preparing to sail with Sir George Pocock against the Havannah. In this visit he caught a violent cold, accompanied with a gouty complaint, under which he languished two or three months; in which time it settled on his lungs, and ultimately occasioned his death, which took place at his seat at Moorpark, in Hertfordshire, on the 6th of June, 1762.

CHAPTER XIX.

Naval History during the Reign of George III.

THE first important expedition during this war was that against Martinico, which sailed from England under Rear-admiral Rodney; the island of Barbadoes was appointed as the general rendezvous. The united armaments from England and North America consisted of eighteen battalions, and as many ships of the line, besides frigates, bombs and fire ships. The military alone amounted to nearly twelve thousand men, and together, such a force had never before been seen in that part of the world. The fleet sailed from Barbadoes on the 5th of January. 1762, and anchored in St. Anne's Bay, on the eastern, coast of Martinico, on the 8th, after having silenced some batteries which the enemy had erected on that part of the island. In the course of this service, the Raisonable, a ship of the line, was run upon a reef of rocks, but the crew was saved as well as the stores and artillery. General Monkton, who commanded the land-forces, judged this an improper place for disembarkation, and therefore detached the brigadiers Havilant and Grant under convoy to the bay of Petite Anse, where a battery was cannonaded and taken by the seamen and marines. The detachment then effected a landing, and marched to the ground opposite to Pigeon island, which commands the harbour of Fort Royal; but, the roads being found impassible for artillery, General Monkton thought it improper to land the main body there, and proceeded to a creek called Cas Navires, where the whole forces were disembarked on the 16th, without the loss of a man, the fleet having directed their fire with such effect, that the enemy were soon forced to abandon the batteries they had erected to defend this inlet.

The inhabitants of Martinico, however, seemed determined to defend the island to the last extremity. Every pass was guarded and fortified. The detachment which had first landed, were attacked in the night by a strong body of the natives, who were compelled, after sustaining considerable loss, to retire with precipitation.

The general determined to attack Fort Royal, the town and citadel of which is overlooked and commanded by two very considerable eminences called Morne Tortueson and Morne Garnier; and whilst the enemy kept possession of these, it was impossible to attack the town. Morne Tortueson, was first to be attacked; and to favour this operation, a body of regular troops and marines were ordered to advance on the right, towards the town, in order to take the redoubt, which lay in the lower grounds; a thousand sailors in flat-bottomed boats rowed close to the shore to assist them; on the left, a corps of light infantry was to get round the enemy's left; whilst the attack in the centre was made by the British grenadiers, and the main body of the army, under the fire of batteries which had been erected on the opposite side with great labour and perseverance, the cannon having been dragged upwards of three miles by the seamen, across the enemy's line of fire, to which they exposed themselves with amazing indifference.

The attack was executed with spirit and resolution; the British troops succeeded in every quarter and the English standard was displayed at Morne Tortueson. But nothing could be effected against the town until the French were driven from Morne Garnier. It was three days before proper dispositions could be made for this purpose. During this interval the enemy's whole force sailed out and attacked the English in their advanced posts. But were repelled; and the British troops improving a defensive advantage into an attack, passed the ravines, mingled with the enemy, scaled the hill, seized the batteries, and posted themselves on the summit of Morne Garnier.

This accomplished, the English on the morning of the 28th, began to play their artillery against the citadel; when the governor ordered the chamade to be beaten, and surrendered the place by capitulation. On the 4th of February, the gates were delivered up to the English, and the garrison marched out with the honours of war. On the 7th Pidgeon island, which was accounted one of the best defences of the harbour, surrendered on similar terms, and deputations were sent from different parts of the island by the inhabitants, desiring the same terms.

The inhabitants of St. Pierre too, persuaded the governor notwithstanding he had determined to defend it to the last, to send two deputies with proposals of capitulation; and on the 16th the English commander took possession of St. Pierre, and all the posts in that neighbourhood. These successes were obtained at the small expence of four hundred men, including a few officers, killed and wounded. Fourteen French privateers were found in the harbour of Port Royal, and a much greater number from other parts of the island, were delivered up to Admiral Rodney.

The surrender of Martinico, the centre of all the French force in the Caribbees, drew on the surrender of all the dependent islands. While General Monkton was regulating the capitulation of St Pierre, Commodore Swanton sailed with a small squadron to the fertile island of Granada, which was given up without opposition. St. Lucia and St. Vincent, the right to which had so long been disputed between the two followed its example By these acquisitions the English commerce acquired an annual addition of at least a million sterling, and the British nation became undisturbed possessors of that chain of innumerable islands, extending from the eastern point of Hispaniola almost to the continent of South America.

While the English were employed in taking possession of Martinico and the dependent islands, a French fleet appeared, and continued to cruize to the windward for two days, and Admiral Rodney immediately put to sea with his squadron in quest of them, but they took refuge in their own harbours. While Rodney's fleet commanded the Caribbees, Lord Colville's squadron was stationed at Halifax, to protect the coast of North America; Sir Charles Saunders was stationed in the Mediterranean, to prevent a junction of the French and Spanish fleets; and for the defence of the British coast, a powerful squadron was kept in readiness at Spithead; another rode at anchor in the Downs, under Admiral Moore; and from these were detached into the channel, and all round the island, a number of light cruisers, which acted with such vigilance that not a ship could venture from any of the French sea ports without running the most imminent risk of being taken; and scarcely a day passed in which some privateer of the enemy, either French or Spanish, was not brought into the harbours of Great Britain. Rear-admiral Cornish had the direction of the fleet in the East Indies, Admiral Pocock having been recalled for the purpose of taking the command of an expedition against the Spanish settlements in the West Indies. This expedition which was destined to extend the British empire in the west sailed from Portsmouth, the 5th of March, for the island of Hispaniola, where they were happily met at Cape Nicholas, by a detachment from the fleet at the Caribbees, under Sir James Douglas; the united squadrons consisted of nineteen sail of the line, eighteen smaller ships of war, and about one hundred and fifty transports, having on board above ten thousand land forces and marines.

There were two choices for their course to the Havannah; Admiral Pocock however resolved to run along the northern shore of the island of Cuba, pursuing his course from east to west, through a narrow passage not less than seven hundred miles in length, called the Old Straits of Bahama. This passage, through almost the whole of its extent, is bounded, on the right and left, by the most dangerous sands and shoals, which has caused the navigation to be avoided by single and small vessels. There was no pilot in the fleet whose experiance could be depended on to conduct them safely through it; But the admiral being provided with a good chart of Lord Anson's, resolved to trust to his own vigilance and sagacity to carry through those Straits a fleet of nearly two hundred sail. So bold an attempt had never been before made; but the success of the expedition depending entirely on despatch. made it prudent to hazard it. The fleet moved in seven divisions, and being favoured with a fair wind and good weather, got through this perilous passage on the 5th of June, without accident or interruption.

The Echo and Alarm frigates, which had been ordered a-head of the fleet, on the 3d of June descried four vessel which proved to be the Thetis, a spanish frigate of eighteen guns and sixty-five men, and the Phœnix of twenty-two guns and one hundred and seventy-five men, and two brigs, bound to Suga in the Straits, for a cargo of timber for the use of the ships at the Havannah, to which they gav chase, and obliged them to strike in three quarters of an hour.

The Havannah was now before them. It is strongly fortified; the entrance into the harbour is secured on one side by the Mons Fort, of very considerable strength; on the other by the fort called the Puntal, which joins the town; and the Havannah itself is surrounded by a good rampart, flanked with bastions and strengthened by a ditch: and in the harbour were twelve Spanish ships of the line, six of which were of 70 one of 64, and five of 60 guns each. But so little confidence did they repose in their shipping, that the only use which they made of it was to sink three of their largest vessels behind an immense boom which they had thrown across the mouth of the harbour.

On the 7th of June, all things were in readiness, and the whole army were landed under the direction of Commodore Keppel, between the rivers Bocanoa and Coxemar, about six miles to the eastward of the Moro castle.

The seamen having landed fascines, stores, and artillery, with great expedition, the engineers, under the direction of Mr. Mackellar, whose abilities were equally distinguished at Louisbourg and the Havannah, began to erect batteries of bombs and cannon, while a body of pioneers were employed in cutting parallels, and forming a line with fascines to secure the troops from the fire of the enemy. The hardships sustained in this service are almost inexpressible. It was necessary to cut roads for communication through thick woods. The artillery was to be dragged a great way over a rough rocky shore. During this fatigue the supplies of provisions were scanty, and water was to be brought from a great distance. Many men dropped down dead with heat, thirst, and fatigue. On the 29th, two thousand chosen Spaniards, with a numerous body of negroes and mullattoes, landed in two divisions, to the right and left of the Moro, with an intention to destroy the works of the besiegers They were repulsed by the piquets and advanced posts, and compelled to retreat, leaving behind them two hundred of their number killed or taken.

The cannonading began, on the 1st of July, from two batteries bearing twelve cannon, six large mortars, three small ones, and twenty-six royals. The enemy had seventeen pieces of artillery on the front attacked. The fire was for a considerable time pretty nearly on an equality, and kept up with great vivacity on both sides. At length the attention of the enemy was divided in consequence of an attack made upon the north-east face by three ships of the line, the Cambridge, Dragon, and Marlborough, commanded by the Captains Goostrey, Hervey, and Barnet. These ships, having laid their broadsides against the fort, kept up an incessant firing for seven hours. But the Moro, situated upon a high hill, had great advantages, and the fire from the opposite fort of Puntal galled them exceedingly. They were obliged to retire in a very shattered condition, after losing above one hundred men, among whom was Captain Goostrey, of the Marlborough, a brave and experienced officer.

When the Spaniards were released from the fire of the ships, they redoubled their activity against the batteries, and on both sides a constant unremitted fire was kept up for several days. On the 3d of July, during this contention, the merlons of the grand battery took fire, and the labour of six hundred men, for seventeen days, was destroyed in a few hours. This stroke was felt the more severely, because the other hardships of the siege were become scarcely supportable. Sickness had reduced the army to almost half its number, and three thousand seamen were at one time unfit for service. The scarcity of water, and want of wholesome provisions, increased the disease; and, hurricane season came on before the place were reduced, the destruction of the fleet was inevitable.

The spirit of the commanders could hardly maintain the languishing activity of the troops, when Sir James Douglas who had parted from the admiral, in order to steer his course for Jamaica, arrived with the fleet from that island, carrying many conveniences for the siege. This favourable circumstance, with a considerable reinforcement from New York, restored the vigour of the men, and roused them to every effort. New batteries arose in the place of the old, the fire of which soon became superior to that of the enemy; the cannon of the fort was silenced, the upper works demolished, and a lodgment at length made in the covered way. Notwithstanding this advantage, the immense ditch cut in the solid rock formed an obstacle that was very difficult to surmount. To fill it up was impossible, and the work of mining would have been impracticable, if fortunately a thin ridge of rock had not been left to cover the extremity of the ditch, which would otherwise have been open to the sea. On this ridge the miners passed wholly uncovered, and with very little loss made a lodgment at the foot of the wall. While they formed a mine for throwing the counterscrap into the ditch, another sap was carried on along the glacis. In the night of the 21st, a serjeant and twelve men scaled the wall by surprise; but the garrison being alarmed, they were obliged to retreat.

The governor of the Moro now plainly saw, that the place must be speedily reduced, unless some bold measure was attempted. Accordingly, next day at four in the morning, he ordered a sally to be made from the town by one thousand five hundred men, divided into three detachments, who attacked the besiegers in as many different places. Meanwhile, a warm fire was kept up from the fort of Puntal, and the shipping in the harbour. But the English guards, though surprised, defended themselves with great resolution; the posts attacked were speedily reinforced; and the enemy were driven precipitately down the hill, without being able to destroy any part of our approaches. The English lost fifty men killed or wounded, and the Spaniards had four hundred killed or taken prisoners.

On the 30th of the month, about two in the morning, a floating battery was towed into the harbour, and fired with grape-shot and small arms into the ditch, but the close fire of the covering party soon compelled the enemy to retire. This was the last effort for the relief of the Moro; for on that day the mines did their work. A breach was made, which though very narrow and difficult, the engineer judged practicable. Orders were given for the assault. Lieutenant-colonel Stuart commanded the attack, and the troops entered on this dangerous service with the greatest resolution. The enemy, terrified at the determined valour which appeared in their countenances, fled on all sides. Don Lewis de Velasco, the governor, whose bravery had excited during the whole siege the admiration of his enemies defended the colours of Spain to the last; he fell, as well as his second the Marquis Gonsales, while attempting to rally his troops. About four hundred of the garrison laid down their arms, and were made prisoners; as many were slaughtered on the spot; others ran to the boats, and were drowned in attempting to escape to the town. Thus after a struggle of forty days the English became possessed of fort Moro.

This advantage, was not immediately followed by the surrender of the Havannah. The governor seemed still determined to defend that place. Meanwhile, Lord Albemarle ordered a line of batteries to be erected along the hill of the Cevanos, which commanded the eastern side of the city. Batteries were likewise erected on the western side of the town. And on the 11th of August at day-break, forty-five cannon and eight mortars, erected on the batteries at Cevannos, began to play against the town and the Puntal with such irresistible fury, that this fortress was silenced before ten. In another hour the north bastion was almost disabled. About two in the afternoon, white flags were displayed from every quarter of the town, and, shortly after, a flag of truce arrived at the head quarters with proposals of capitulation; and the English took possession of the place the 14th of August. An acquisition which, while it distressed the enemy in the most essential manner, opened an easy avenue to the conquerors for reaching their American treasures; independant of which, she obtained, besides an immense quantity of artillery, small arms, ammunition, and warlike stores, about three millions sterling in silver, tobacco, and valuable merchandize.

We shall now carry the readers attention to the expedition against the Philippine islands, which was one of the best constructed and most important of all the successes which adorn the annals of this glorious war. The squadron employed on this enterprize, was commanded by Vice Admiral Cornish, a brave and able officer, and consisted of seven ships of the line and three frigates: the troops were under the command of Brigadier-general Draper, and the admiral supplied a fine battalion of five hundred and fifty seamen, and two hundred and seventy marines.

When the enterprise was resolved upon, the admiral detached Captain Grant of the Seahorse to the entrance of the Chinese sea, with instructions to intercept all vessels bound for Manilla, that the enemy might receive no intelligence of any design formed against them as their ar-cess depended much upon expedition; for if the north-west monsoon should set in with any violence before the fleet were well advanced on their voyage, the whole design would be defeated.

The fleet sailed in two divisions the beginning of August, and on the 19th arrived at Malacca, where they supplied themselves with refreshments, and every necessary. In thirty-nine days from Malacca they came in sight of Luconia; and the admiral having sounded the coast, discovered a convenient place for landing the troops, about two miles to the south of Manilla. On the 24th of September the three frigates Argo, Seahorse, and Seaford, moored very near the shore, to cover the descent; and notwithstanding the enemy began to assemble in great numbers. both horse and infantry, the troops were disembarked without the loss of a single man.

The day after the troops landed, the enemy abandoned a small fort called the Pulverista, which proved a valuable position for covering the landing of the stores and artillery. Colonel Monson, with an advanced party of two hundred men, occupied the church of the Hermita. The head quarters were fixed in the curate's house, and secured by the 79th regiment, as a post of the utmost importance. The marines were left at the Malata, in the neighbourhood of the Pulverista, to preserve the communication with the fleets, and guard the stores and artillery, which, on account of the surf, were not landed without great danger and fatigue. The battalion of seamen were stationed between the 79th regiment and the marines; and a body of men had advanced within three hundred yards of the town, and possessed themselves of the church of St. Jago, which they maintained. On the 26th of September, the enemy attempted a sally with about four hundred men. They were commanded by the Chevalier de Fayette, and having two field-pieces, advanced to the right of the English advanced posts, and began to cannonade; but Colonel Monson, at the head of the picquets, reinforced by a small body of seamen, soon forced them to a precipitate retreat, leaving one of their field-pieces on the glacis.

Meanwhile the indefatigable vigour and unconquerable spirit of our soldiers and seamen had raised three batteries for cannon and mortars, which played on the town with considerable effect. On the 29th, the admiral ordered the Elizabeth and Falmouth to lie as near the town as the depth of water would allow, and to enfilade the enemy's front in order to second the operations of the army.

The operations of the besiegers, however, were for some days retarded by a deluge of rain accompanied by a mighty storm of wind; which cut off all communication between the fleet and the army.

This storm by an extraordinary species of good fortune, became favourable to the besiegers. The South Sea Castle, a store ship, which contained the tools and necessaries for prosecuting the siege, by being driven on shore without any considerable damage, gave an easy and ready access to all the stores and provisions which she contained. Her cannon became a protection to the rear of the English; and by enfilading the beach to the south, she kept in awe a body of Indians who threatened an attack on the Pulverista and the magazine of the besiegers at Malata. At the same time, the English workmen, were busy in the night in completing the several batteries, which was accomplished on the 3d, and the battery being opened against the left face of St. Diego's bastion, the fire was so well directed by the skill of Major Barker, that in a few hours twelve pieces of cannon, were totally silenced, and the enemy obliged to retire. In less than two days all their other defences were greatly impaired.

The Spaniards now projected a sally disposed in two attacks upon the most important posts of the English. The first was to be made upon the cantonment of seamen; the second on the church of St. Jago.

In the middle of the night preceding the 4th of October, one thousand Indians marched out upon the first attack. Their approach was favoured by a great number of thick bushes, through which they passed without being perceived by the patroles. When they arrived at the quarters of the seamen, they began the work of destruction with a more than hostile fury. The English, though surprised, maintained their ground with steadiness and repelled the mad rage of the savages with manly courage. Prudently satisfied with this advantage, they remained firm in their posts till day break, when two picquets of the 79th regiment arrived to their assistance. The Indians, notwithstanding the weakness of their armour, advanced in the most resolute manner to the attack; fought with incredible ferocity; and when repulsed, returned with redoubled fury to the muzzles of the English muskets, dying like wild beast gnawing their bayonets. At length, however, they were obliged to retreat having lost three hundred men in this daring attack.

The result of this attack in no way discouraged those who were ordered on the second; which appeared at first more favourable to the hopes of the Spaniards. The sepoys, who defended the church of St. Jago were dislodged without difficulty, and retired in confusion from their post. The enemy immediately seized the church, climbed to the top, and from thence poured down a violent fire upon our people, who resolutely maintained themselves until a detachment with ten field-pieces came to their relief;

when the Spaniards were compelled to give way, leaving seventy of their number dead on the spot. The English loss in these two actions was above forty men, including Captain Strahan of the 79th regiment, and Lieutenant Porter of the Norfolk.

This was the last effort of the garrison in its own defence, and it was confidently expected a capitulation would have been demanded; however, the English general, not finding any desire of capitulation in the enemy, prepared, with the most judicious arrangements, for the storm. On the 6th at four in the morning, the troops filed off from their quarters in small bodies, gradually assembling at the church of St. Jago. At day-break a large body of Spaniards were seen formed on the bastion of St. Andrew, but the explosion of some shells soon compelled them to retire in confusion.

Our troops took immediate advantage of this event, and directed by the signal of a general discharge from the artillery and mortars, rushed on to the assault under cover of a thick smoke which blew directly on the town. Lieutenant Russel, at the head of sixty volunteers led the way. They were supported by the grenadiers of the 79th regiment; a body of pioneers, to clear the breach, and if necessary, to make lodgments, followed; a battalion of seamen advanced next, supported by two grand divisions of the 79th regiment; and the troops of the East India company formed the rear. In this order they penetrated into the town without meeting with any opposition until they came to the royal gate, where there was a guard house defended by one hundred Spaniards and Indians. Here Major More was transfixed with an arrow, and about twenty of our men fell. The guard refused quarter, and were cut to pieces. In proceeding forward the troops were galled with shot from the galleries of lofty houses. The Spanish soldiers, however, every where gave way. Three hundred perished in endeavouring to escape by passing a deep and rapid river. The governor and principal magistrates retreated to the citadel, and surrendered at discretion. And Admiral Cornish and General Draper, influenced by a generosity familiar to English commanders, though able to command every thing, admitted the inhabitants to a capitulation, by which they enjoyed their liberties, lives, properties, and the administration of their domestic government. In consequence of this agreement the town and port of Cavite, with the islands and forts depending upon Manilla, were serrendered to his Britannic majesty. The admiral took possession of several large ships, with a vast quantity of military and naval stores? and found here every refreshment to recruit the men, and every necessary to refit the squadron.

During the siege Admiral Cornish had received intelligence by the capture of an advice-ship, that the galleon from Acapulco was arrived at the straits which form the entrance into the Archipelago of the Philippines. This intelligence was not to be neglected; accordingly, two ships of war, the Panther, a ship of the line, Captain Parker, and the Argo frigate, Captain King, were immediately despatched. After twenty-six days cruising they descried on the 30th of October, being off the island Capul, a sail standing northward. The Panther being driven by the current among the Narangor, was obliged to anchor; but the Argo coming up with the chace, engaged her for nearly two hours, when he was obliged to desist, until the damage he had received could be repaired. About nine next morning Captain Parker in the Panther came up with the enemy who after having been cannonaded nearly two hours, struck her colours.

This vessel proved to be the Sanctissima Trinidad, bound for Acapulco, she had left Manilla on the 1st of August, but meeting with a hard gale of wind, and being dismasted, was obliged to put back and refit. She was a huge vessel that lay like a mountain on the waters, and her sides so excessively thick that the shot had made no impression upon any part, except her upper works. She had eight hundred men on board; and the value of her cargo was registered at one million and a half of dollars; that which was unregistered, in order to be smuggled amounted to full as much.

Never had the Spanish monarchy suffered such disasters as in the course of this war; the conquest of the Havannah had in a great measure interrupted the communication between the wealthy American colonies of the Spaniards and Europe; and the reduction of the Philippines now excluded them from Asia.

About the latter end of May, intelligence was received by the admiralty. that a French squadron under the command of M. de Ternay, had sailed from Brest under cover of a fog; and Sir Edward Hawke, with the duke of York as rear-admiral, were accordingly ordered from Spithead with seven ships of the line, and two frigates, in hopes that they might fall in with the enemy; but after cruizing some time in the chops of the channel, returned to Portsmouth, not having seen M. de Ternay's fleet. It was descried, however, on the 11th of May, about fifty leagues to the northward of the Lizard, by Captain Rowley, with three ships of war, the Superbe, of seventy-four guns, the Gosport, of forty-four, and the Danaé, of thirty-eight, who no soooner perceived them than he made a disposition for battle, though greatly inferior in strength. The French ships bore down upon him; when he hoisted British colours, and fired at the nearest. The enemy immediately hoisted English colours, and tacked to the northward

He gave them chace till three in the afternoon, when they were scarcely in sight; and having no hope of bringing them to action, he discontinued the pursuit.

The French squadron consisted of the Robuste, of seventy-four guns, the Eveille, of sixty-four, the Garonne, of forty-four, and the Licorne, of thirty, carrying one thousand five hundred soldiers, under the command of Count d'Hausonville. They steered their course for Newfoundland, and on the 24th of June entered the bay of Bulls, where the troops were landed without opposition; and the town of St. John being defended by no more than sixty-three men, surrendered upon capitulation, together with his majesty's sloop the Gramont, which was in the harbour. The French likewise took several merchant vessels, destroyed the stages erected for curing cod, and every thing else belonging to the fishery, and afterwards began to repair the fortifications of the town, of which they had determined to keep possession.

Immediately upon receiving advice of the progress of the French in Newfoundland, Lord Colville sailed thither from Halifax, and blocked up the harbour of St. John, with one ship of the line and one frigate only, although M. de Ternay, lay at anchor in it, with a superior squadron. On the 11th day of September, his lordship was joined by Colonel Amherst, from New York, with about eight hundred men, chiefly Highlanders and light infantry, which landed, after a short resistance, at Torbay, about seven miles to the northward of St. John, and advanced to the strong post of Kitty-vitty, which they took sword in hand; and which secured their communication with the ships for landing the stores and artillery. The breast-work and unfinished battery which commanded the harbour being taken, the stores and artillery were landed without difficulty. This was fortunately performed before a violent gale of wind came on, which drove Lord Colville to a considerable distance from the coast, and in his absence M. de Ternay took advantage of a thick fog, to slip his cables and to make his escape, leaving the garrison of St. John to defend itself. His ships were seen at a great distance by the British squadron; but his conduct was so unlike that of an Englishman in abandoning a place entrusted to his protection, that it was not imagined the ships which they descried could be those of M. Ternay.

On the 17th, at night, the colonel opened a battery, with one eight-inch mortar, seven cohorns, and six royals. The enemy, at the same time, began a brisk fire from the fort, and threw several shells. In the morning of the 18th, the count of Hausonville demanded a capitulation; and thus the town and fort of St. John, with all the other places which the French had taken on this coast, were recovered by the labour and persevering bravery of a handful of men.

In the course of the year, we meet with many glorious naval exploits, not less conspicuous and honourable than the combined efforts of the one which we have just recorded, which we shall give in their proper order:—

In December, 1761, the French attempted to burn all the British ships of war that lay in the road of Basque. They prepared and chained together three fire-ships, which were towed out of the port, and set on fire with a strong breeze that blew directly on the English squadron; however, the wind luckily shifting, drove them clear of the ships, and they were consumed to no purpose, and every soul on board perished.

On the seventh of March, his majesty's ship Milford fell in with a Spanish letter of marque, bound for St. Domingo, pierced for twenty guns, but carrying only sixteen six-pounders, ten swivels, and ninety-four men, and had a valuable cargo on board. The engagement was hot and desperate. Captain Man, of the Milford, soon received a mortal wound. Mr. Day, the first lieutenant, taking the command of the ship, was immediately shot through the head. The defence of the king's ship devolving on Lieutenant Nash, this officer received several wounds in his hands and face. The engagement continued almost for twenty-four hours, when the enemy struck, both ships being miserably shattered.

About the same time, about seven leagues from Cape Tiberone, his majesty's ship Fowey, of twenty-four guns, nine pounders, and one hundred and thirty-five men, commanded by Captain Mead, fell in with and engaged a Spanish frigate, La Ventura, of twenty-six guns, twelve pounders, and three hundred men, carrying money to pay the Spanish troops at Porto Rico and St. Domingo. The fight continued an hour and a half, when their mutual damages obliged them both to sheer off and repair. This done, Captain Mead, at ten o'clock of the night bore down a second time on the enemy; but after exchanging a broadside without any visible effect, it being too dark to form any satisfactory notion of the distance and motion of the Spanish vessel, he made sail to windward, in order to renew the attack with advantage by day-light. Accordingly in the dawn of the morning, the Fowey, keeping her men at their quarters, run up as close to the Ventura as it was possible, without falling on board of her. The engagement lasted with extraordinary courage and conduct on both sides till half an hour past eight, when the Spanish frigate being reduced almost to a wreck, was compelled to strike her colours. She had nearly fifty men killed; and both ships were so much disabled that neither of them had tackle left to hoist out a boat, nor indeed a boat that could swim. Captain ead, however, contrived by nailing tarpaulins over the shot holes of a all boat, to bring the Spanish officers on board the Fowey. His gal- try was the more conspicuous on this occasion, as the ship's master was nk and unfit to give the least assistance during the action. The gun- r, too, happened to be wounded in the beginning of the engagement; d a lieutenant, with twenty-four men, were on shore.

On the 3d of April, the Hussar frigate, Captain Carket, attacked four ps, lying under a fort in Tiberone bay; one of which, carrying sixteen ns, she burnt, sunk another of fourteen guns, cut out one of sixteen, and other of twelve, and carried them into Jamaica. In this desperate enter- se the Hussar had but one man killed, and twelve wounded; whereas French had seventeen killed, and thirty-five wounded.

On the 21st of May, two British frigates, cruising off Cape St. Vincent, de prize of the Hermione, a Spanish register-ship, bound from Lima to diz. This ship carried two million six hundred thousand hard dollars; d her whole cargo was valued at a million sterling, which is more than d ever been before taken in one bottom. The prize was brought from braltar to England, and the gold and silver being conveyed in covered ggons to London, was carried in procession to the Bank, amid the accla- tions of the people, who considered this as an omen of success in the r against Spain.

In September, a fleet of twenty-five sail of French merchant-ships, richly len with sugar, coffee, and indigo, took their departure from Cape Fran- for Europe, under convoy of four frigates, but falling in with Commo- re Keppel, he made prize of their whole fleet and convoy, which were ried into the harbour of Port Royal, in Jamaica.

The same firm and resolute spirit, and the same enterprising gallantry, peared in every branch of the English marine. Even the packets per- med exploits which would have done honour to ships of war. The mpden, of eight carriage guns and thirty men, sailing between Faro and braltar, was attacked by eleven privateers, which bore down in order of tle. The commodore was a barcolongo of eight guns and sixty men; second was a zebeque of the same number of guns and men; five of a er size followed a little a-stern; the other four carrying thirty men each, h one gun in the prow, brought up the rear. The engagement began leven in the forenoon, in sight of Gibraltar, and continued till half-past , when this mighty squadron sheered off, and the Hampden proceeded Gibraltar, with her sails and rigging greatly damaged, but without any er considerable loss. The Harriot packet, in her passage from New k to Falmouth, discovered equal gallantry, having twice repulsed a

French privateer of more than double her force. The captain was rewarded with a purse of an hundred guineas, and promoted to the command of a Lisbon packet.

The only naval expedition that remains to be recorded, during this war, was that undertaken against Buenos Ayres, which was planned by some private adventurers, who were incited to this bold and daring attempt, by the prospect of the rich plunder which this Spanish settlement presented, and it was encouraged by our government on account of the situation of Buenos Ayres, peculiarly adapting it for enterprises against the dominions of Spain, in the South seas.

The embarkation was made from the Tagus, and the force consisted of the Lord Clive and the Ambuscade privateers; a Portuguese frigate, and some small-armed vessels and store-ships; with five hundred troops, (part of which were English, and the remainder Portuguese ;) and the command of the expedition was entrusted to Captain Macnamara, an adventurer of spirit and enterprize, who had embarked his whole fortune in *this* grand affair.

Their voyage proved favorable till they reached the mouth of the river La Plata, on the 2nd of November, 1762, when a dreadful gale of wind with thunder and lightning arose, and placed them for some time in imminent danger: and on the tempest subsiding, they found the river so full of shoals, and consequently so difficult of navigation, that they were compelled to abandon their enterprize, and, accordingly, determined to turn their arms against Nova Colonia. On the 10th of January, 1763, they arrived before the latter place, and on the 6th they commenced the attack, with colours flying, horns sounding, drums beating, and every symbol expressive of hope and victory.

The Lord Clive anchored under the easternmost battery *of the* place, while the Ambuscade was exposed to a warm fire from the middle and west batteries, as well as from two Spanish frigates, who pointed their guns well, and stood to them with firmness; and a fierce cannonading on both sides lasted from eleven in the forenoon till three in the afternoon, when the enemy's fire began visibly to abate, and their men to retire to the easternmost battery, as the place of the greatest security. Against this the fire of the English was directed with redoubled violence; and they had hopes every minute of seeing the Spanish colours struck. But when they were on the point of attaining the object of all their desires, Commodore Macnamara's ship unfortunately took fire; and the same instant discovered the flames and the impossibility of extinguishing them. The sides of the vessel were immediately crowded with men, who but a few minutes before

ttered themselves in the prospect of wealth and conquest. Some clung
the sails and rigging until the violence of the flames obliged them to
rego their hold; others precipitated themselves into the sea; many died
r their own hands; while several of more determined courage went to
e lower guns in the midst of all this scene of confusion and horror, and
pt up a constant fire on the enemy, till they were driven by the flames to
e in another element. Commodore Macnamara perished; and of three
ndred and forty men, only seventy-eight escaped.

This dreadful accident terminated the action, for the other vessels were
mpelled to seek for safety by flight. The Ambuscade, which had suf-
ed severely from the enemy's fire, escaped to Rio de Janeiro, while
ch of the crews of the unfortunate Lord Clive as were enabled by swim-
ing to reach the shore, were humanely received by the Spaniards, who
got, in the dreadful calamity that had befallen them, that the English
re their enemies, but supplied them with all that they needed, and treat-
t them with the kindness and confidence of friends.

In the month of February following, peace was once more established
tween the contending kingdoms; and though in the following year
me occurrences took place abroad, which at first threatened a renewal of
e hostilities which so long subsisted between them, the pacific dispo-
ons of the French and Spanish courts, prevailed, and upon full repa-
on being made to the sufferers, by these unauthorized measures, the
mours for war were effectually silenced.

he season of profound peace, which now ensued, was employed in
ges of discovery, in the course of which many doubtful points in na-
tion were settled, and many acquisitions made highly important to
r trade and commerce.

he first of these expeditions was that commanded by Captain Byron,
o sailed from the Downs on the 21st of June, 1764, and having visited
e Falkland Islands, passed through the straits of Magellan into the Pa-
c Ocean, where he discovered the islands of Disappointment, George,
ce of Wales, York, Danger, and Byron: and having fully accom-
hed the purpose for which he had been fitted out, Captain Byron re-
d to England on the 9th of May, 1766, having circumnavigated the
e in little more than two and twenty months.

August following, the Dolphin (the same vessel which Captain
n had made his voyage in) was again sent out, under the command
aptain Wallis, together with the Swallow, commanded by Captain
ret. They proceeded together to the west end of the straits of Ma-
n, and separated in the great southern ocean. Captain Wallis steered

his course more westerly than any previous navigator had done in so a latitude, but met with no land till he came within the tropic, wh discovered the islands Whitsunday, Queen Charlotte, Egmont, Di Gloucester, Duke of Cumberland, Otaheite, Maitea, Tapanamore, E Scilly, Howe, Keppel, Boscawen, and Wallis, and returned safe to land in May, 1768. Captain Carteret, who had taken a different c did not reach England, until March, 1769, having been absent two and seven months: in which time he had discovered the islands o naburgh, Gloucester, Queen Charlotte, Gower, and Carteret, a strait between New Britain and New Ireland.

It was rather a singular occurrence, that Captain Carteret, on h turn home, after having touched at the island of St. Helena, should f with a French vessel, commanded by M. de Bougainville, who had tured upon precisely a similar expedition. The French navigator, ever, concealed this fact, though he sent a boat's crew and an o on board the Swallow, the latter of whom Captain Carteret enterta very politely, though he soon discovered that his aim was to learn all he could respecting Captain Carteret's discoveries. The captain, ever, eluded the enquiries of the young officer, though the questio put in return were answered with every appearance of candour: Frenchman alleging that the vessel to which he belonged was in service of the French East India company, and on its return from the of France. On going on deck, however, after his departure, Captain teret found that the boat's crew had not kept their secret so well as officer; for they had given sufficient intimation that they had round the world, and had even mentioned several of the places they touched at.

This disingenuous trick we mention as highly unworthy the scie and adventurous navigator, M. de Bougainville, who arrived in Fr about the same time as his zealous competitor, Captain Carteret, di England.

The brilliant discoveries of Captains Wallis and Carteret, inspired most sanguine hopes of eventual success in the great object for whic these voyages were undertaken. Among the countries which the fo had explored, was the island of Otaheite, the situation of which app extremely proper for answering a particular purpose, which the admi had in their view in the present expedition, besides the general des discovering unknown lands. The year 1769 was rendered remarkab the transit of the planet Venus over the disk of the sun; a phænom of the greatest importance to the sciences of astronomy, geography a vigation: the royal society, therefore, presented a memorial to his majesty, setting forth the advantages to be derived from accurate observations of this transit in different parts of the world; between the 140th and 180th degrees of longitude, west from the royal observatory at Greenwich; but that the society were in no condition to defray the expense necessary for equipping vessels to convey the observers to their destined stations. In consequence of this memorial, the admiralty were directed by his majesty to provide proper vessels for the purpose: and, accordingly, the Endeavour bark was fitted out for the southern voyage, and the command of her entrusted to Lieutenant, afterwards Captain, Cook, in conjunction with Mr. Charles Green, the astronomer, to make the requisite observations on the transit; and accompanied by Mr. Banks, and Dr. Solander, two gentlemen of distinguished science.

Captain Cook sailed from Deptford the 30th of July, 1768, with instructions to proceed directly to Otaheite; and after the astronomical observations should be completed, to prosecute the design of making discoveries in the Pacific ocean.

In executing these instruction, Captain Cook endeavoured to make a direct course to Otaheite, and in part succeeded; but when he came within the tropic he fell in with several islands, which had not been before discovered. He remained three months at Otaheite, and then visited many neighbouring islands, till then unknown. On the 6th of October, 1769, he fell in with the east side of New Zealand, and continued exploring the coast of this country till the 31st of March, 1770. He then proceeded to New Holland, and surveyed its eastern coasts, which had not been before visited; and passing between its northern extremity and New Guinea, afterwards touched at the islands of Savu, Batavia, the Cape of Good Hope, and St. Helena, and arrived in England on the 12th of July, 1771.

While Captain Cook was thus employed in making discoveries in the South Seas, the Honourable Constantine Phipps, afterwards Lord Mulgrave, together with Captain Lutwidge, in the Racehorse and Carcass bombs, were despatched by the admiralty in order to ascertain how far navigation was practicable towards the North Pole.

They sailed in February, 1773, and after passing the islands of Shetland, the first land made was Spitzbergen. The coast appeared to be neither habitable nor accessible, but formed of high black rocks, without the least mark of vegitation, mostly bare and pointed, in some places covered with snow, and towering above the clouds. The vallies between the high cliffs were filled with snow or ice.

Captain Phipps has been very accurate in describing the few animals which these inhospitable regions produce, and was at pains to examine the vegetable and mineral productions. He proceeded afterwards to Moffen island which is of a round form, about two miles in diameter, with a lake in the middle, frozen with eternal ice. At the Seven islands, the two ships became suddenly fast on the ice on the 31st of July. The labour of the whole ship's company to cut away the ice proved ineffectual; their utmost efforts for a whole day could not move the ship above three hundred yards to the westward through the ice, whilst the current had the same time driven them far to the north-east and eastward. As it had been foreseen that one or both the ships might be destroyed in the prosecution of the voyage, the boats for each ship were calculated, in number and size, to be fit in any emergency to transport the whole crew. On the 6th of August therefore they were hoisted out, and every possible method taken to render them secure and comfortable; but the next day the wind blew eastwardly, and the ships were moved about a mile to the westward, and on the tenth a brisk wind at north-north-east accomplished their deliverance, and freed them from the dreadful prospect of perishing, as many former adventurers had done in those polar regions. Having found it impracticable to penetrate any farther toward the north, they returned to the harbour of Smeerenberg; having, in the prosecution of this voyage, reached 81 degrees 36 minutes north latitude, and between the latitudes of 79 degrees 50 minutes, and 81 degrees, traversed 17 degrees and a half of longitude; that is, from 2 degrees east to 19 degrees 30 minutes east.

Notwithstanding the various voyages made in the southern hemisphere, the existence or non-existence of a southern continent was yet considered undecided; and accordingly Captain Cooke again sailed in the Resolution accompanied by Captain Furneaux in the Adventure on the second of April 1772, in order if possible to determine this point.

The liberality of government had provided, all that could be suggested for the comfort, security and health of the voyagers in this arduous undertaking; and having arrived at the Cape of Good Hope, without any remarkable occurrence, they sailed from thence in search of the Terra Australis, incognita, on the 22d of November, 1772, and on the 10th of December following, saw the first ice. The mass was about fifty feet high, and half a mile in circuit, and its sides rose in a perpendicular direction, against which the sea broke exceedingly high. From this time the icy mountains began to be very frequent, exhibiting a view as pleasing to the eye as terrible to reflection; "for," says the captain in his narrative, "were a ship to get against the weather side of one of these masses of ice, when the sea runs high, she would be dashed to pieces in a moment." On the 14th, they were stopped, in their route to the southward, by an immense field of low ice, to which no end could be seen. In different parts were hills of ice, and the ship's company were often amused with the flattering prospect of land, which turned out to be fog-banks. A boat was here hoisted out to try the direction of the current, and Mr. Wales, the astronomer, accompanied by Mr. Foster, the naturalist, took the opportunity of going in her to make experiments on the temperature of the sea at different depths. A thick fog came on, which blackened into such a degree of obscurity, that they entirely lost sight of both ships. In a four-oared boat, in an immense ocean, far from any hospitable shore, surrounded with ice, and destitute of provisions, their situation was dreadful. In this horrible suspense, they determined to lie still, hoping that the sloops would not abandon them, and at last heard the delightful music of the bell of the Adventure, which took them on board.

January 17th, they crossed the Antarctic circle in longitude 39 degrees 35 minutes east, which had till then remained impenetrable to all former navigators. The ice islands became more and more numerous; and at length an immense field extending to the southward as far as the eye could reach, obliged Captain Cook to put about, and stand north-east by north.

The Resolution lost sight of the Adventure the 8th of February, and the two sloops continued separate for the rest of the cruize, but afterwards met in Queen Charlotte's sound, in New Zealand. They proceeded together to Otaheite, and other islands within the tropics, and again separated near to Cook's straits, and never more joined during the voyage. Captain Furneux returned a second time to the place of rendezvous at Queen Charlotte's sound, but his consort having left that place a considerable time before his arrival he, after refreshing his crew, set sail for England, which he reached in July, 1774.

The Resolution continuing her voyage in 58 degrees south, Captain Cook observed for the first time, on February 17, the *Aurora Australis*, a phænomenon which had never before been taken notice of by any navigator in the southern hemisphere. On March 26, Captain

Cook made the coast of New Zealand, and anchored in Dusky bay, after having been one hundred and seventeen days at sea, without having once seen any land, in which time they had sailed three thousand six hundred and sixty leagues.

The reckless nature of British seamen, which is in fact the soul of their enterprizes, was forcibly displayed, in the course of this celebrated voyage. On the 25th of December, 1773, the Resolution was drifting about at the mercy of the current, among an immense number of islands of ice, which every instant threatened her with destruction, yet the sailors celebrated Christmas with the greatest festivity, feasting on a double portion of plum pudding, and regaling with brandy, which had been treasured up from their allowance for some months, in order to get as they styled it, "gloriously drunk," and as long as the liquor lasted, they persisted in all the riotous amusements, which it excited totally blind or indifferent to the perils which surrounded them.

After experiencing the most tremendous weather for some weeks our navigators passed the Antarctic circle for the third time, on the 26th of January, when they experienced the mildest sunshine they had met with within the limits of the frigid zone. This revived their hopes of penetrating as far towards the southern pole as other navigators had done towards the north; but the next day discovered to them a solid field of ice of immense extent, which effectually barred their further progress. Captain Cook, however, gives his decided opinion that there exists land to the south behind this ice, but adds, "It can afford no better retreat for birds or any other animals than the ice itself with which it must be covered. I, who was ambitious not only of going farther than any body had gone before, but as far as it was possible for man to go, was not sorry to meet with this interruption, as it in some measure relieved us and shortened the dangers and hardships inseparable from the navigation of the southern polar regions. Since then, we could not proceed farther to the south, no other reason was necessary for my tacking and standing back to the north, being at this time in the latitude of 71 deg. 16. min. south, and longitude 106 degrees 54 minutes west.

In the month of September, Captain Cook fell in with New Caledonia, the largest of all the tropical islands hitherto discovered, excepting New Zealand and New Holland, and bearing a strong resemblance to those parts of New South Wales that lie under the same parallel of latitute. After leaving this place they met with an uninhabited island the 10th of October, which was named Norfolk island, and appeared to have been formerly the seat of a volcano. The fish caught here enabled the ship's company to fare sumptuously every day, but the scarcity of animal food, of which the vessel stood in great need, obliged the captain to return to New Zealand, where he continued till the 10th of November 1774, when having satisfied himself of the non-existence of an undiscovered continent in the Pacific Ocean, he proceeded to explore the unknown parts of the Indian and Atlantic Ocean, in order to complete the survey of the southern hemisphere; and having fully accomplished the design of his voyage, he returned to the Cape of Good Hope; from whence he proceeded in safety to England. The limits prescribed to this work will allow us to give but a faint outline of the important discoveries of this great navigator, but for a full and interesting account, the reader is referred to the cheap and elegant edition of Cook's Voyages, lately published by Messrs. Jaques and Wright, Paternoster Row.

We must now quit the gratifying theme of Britain's acquisitions to narrate the unfortunate differences which arose between the mother country, and her American colonies; which eventually ended in their total alienation. The different attempts which had been made to impose taxes on the colonies in north America, for purposes in which they could have no interest or advantage, had given rise to a general spirit of discontent towards the British government, and various symptoms of determined opposition, and a desire to throw off altogether their dependance on this country, had been manifested in these now flourishing States.

Notwithstanding, however, these threatening appearances, the odious and ill-judged tax upon teas imported to America, was still enforced by act of parliament.

This obnoxious measure added fuel to the flame which was already kindled. The Americans foresaw that if the tea was once landed, it would be impossible to prevent its sale and consumption; and they therefore considered the duty on this commodity as a measure calculated to trepan them into a general compliance with the revenue laws, and thereby to open a door to unlimited taxation. Views of private interest thus conspiring with motives of public zeal, the spirit of opposition was therefore universally diffused throughout the colonies, and they determined to prevent the landing of the tea by every means in their power.

Inflammatory hand-bills and other seditious papers were published at New York, Charlestown, and Philadelphia; but Boston, which had so long taken the lead in rebellion, was the scene of the first outrage.

The ships laden with tea having arrived in that port, were boarded, 18th December, 1773, by a number of armed men, under the disguise of Mohawk Indians, who in a few hours discharged the valuable cargoes into the sea. Charlestown in South Carolina followed this example. At New York alone the tea was landed under the cannon of a man of war.

When the American despatches arrived, March 7, 1774, and brought advice of the outrages committed against the tea ships at Boston, his majesty sent a message to both houses, in which they are informed, that in consequence of the unwarrantable practices carried on in North America, it was thought fit to lay the whole matter before parliament; that they may enable his majesty to take such measures as may be most likely to put an immediate stop to those disorders, and consider what farther regulations may be necessary for securing the execution of the laws, and the just dependence of the colonies upon the crown and parliament of Great Britain.

In consequence of this message and the arguments of the ministry, leave was given to bring in a bill, March 14th, "for the immediate removal of the officers concerned in collecting the customs from the town of Boston, in the province of the Massachuset's bay, in North America, and to discontinue the landing and discharging, lading and shipping of goods, wares, and merchandise, at the said town of Boston, or within the harbour thereof." This bill passed in the house of commons, the 25th of March; and, after being carried up to the lords received the royal assent the 31st of March.

From this æra may be dated the decisive resolution of parliament to proceed to extremities with the province of Massachuset's bay. Besides the ships of war already in America, the Preston, Admiral Graves, with the Royal Oak, Worcester, and Egmont, were ordered to repair with all convenient speed to Boston. But at the same time that these resolutions were taken, General Gage was appointed governor of the obnoxious colony, a gentleman who had long resided there, and had formed the most intimate connections with the inhabitants. This to many afforded a proof that the ministry had fallen back into their former irresolution; and the Bostonians considering the appointment of a governor most agreeable to their wishes in the same light, maintained their wonted spirit, and continued to defy the temporising timdity of the mother country. They ventured to hold a town meeting, at which they resolved to invite the other colonies to stop al imports and exports to and from Great Britain, Ireland, and the West Indies, until the Boston port bill should be repealed. The governor arrived the middle of May, and was received at Boston with the usual honours. He laid nothing before the provincial assembly but what the ordinary business required; but gave them notice of their removal to the town of Salem, on the 1st of June, in pursuance of the late act of parliament.

Meanwhile the Boston port bill, as well as the resolutions taken at the town meeting, were despatched to every part of the continent, and set the countries every where in a flame through which they passed.

At New York the populace had copies of the bill printed upon mourning paper, which they cried about the streets under the title of a barbarous, cruel, bloody, and inhuman murder. The house of burgesses in Virginia, appointed the 1st of June, the day on which the Boston bill was to have effect, to be set apart for fasting, prayer, and humiliation; an example which was followed by almost every province of North America, and all agreed in determining not to submit to the payment of any internal taxes that were not imposed by their own assemblies, and to suspend all commerce with the mother country, until the American grievances in general, and those in Massachuset's bay in particular, were fully redressed. They soon after appointed deputies from each province to attend a general congress, which should contain the united voice and wisdom of America, and which they agreed should be held at Philadelphia, the 5th of September, 1774. Among the first acts of this assembly was a declaration in which they acknowledge their dependence, but insist on their privileges.

They also recommend to the several provinces the continuance of the measures which they had already adopted, for establishing a powerful national militia, and for raising money to pay those brave troops who would at every hazard defended the privileges of America.

This general congress gave a consistence to the designs of twelve colonies differing in religion, manners, and forms of government, and the strength which all derived from this formidable union was sufficient to alarm Great Britain; and parliament in consequence voted an augmentation of four thousand three hundred and eighty-three soldiers, and two thousand seamen: and it was also intended that the troops at Boston should amount to full ten thousand, a number deemed more than sufficient for quelling the present disturbance. While the nation seemed in general heartily to concur in those vigorous measures, they were not a little astonished at the famous conciliatory motion made by Lord North, containing the following resolution: "That when the governor, council, and assembly of any colony should be willing to contribute their proportion to the common defence, and for the support of the civil government, such proportion to be raised under the authority of the assembly of that province, it will be proper to forbear imposing or levying any tax, duty, or assessment from the said province, excepting only such duties as it may be expedient to impose for the regulation of commerce." This proposition was considered by many of those who supported the general measures of government, as a dereliction of those rights which they had hitherto contended to be essential to the British legislature; while the opposition asserted, that it would be received with the same indignation by the Americans, as every other measure intended to disunite their interests.

But while the parliament were employed in enacting it, the ill humour that prevailed among the troops and inhabitants at Boston, broke out into action. It is uncertain which party commenced hostilities; but the skirmishes at Lexicon and Concord; proved the bravery of the Provincials far superior to the ideas generally entertained of it. The blood shed on these occasions excited the greatest indignation in the other colonies, and they prepared for war with as much eagerness and despatch, as if an enemy had already appeared in their own territories. In some places the magazines were seized, in others the treasury, and a stop was almost every where put at the same time to the exportation of provisions. The governor and forces at Boston, as well as the inhabitants, continued closely blocked up by land; while they were excluded from all supplies of fresh provisions, which the neighbouring countries could have afforded them by sea. As the military stores began to be exhausted without the possibility of receiving any speedy supply, the governor thought proper to enter into a capitulation with the Bostonians, by which, upon condition of delivering up their arms, they were allowed to depart with all their other effects. Though all the poor and helpless were sent out, and many others obtained passports both then, and at different times afterwards, yet the greater part of the inhabitants were upon different grounds obliged to remain in the city, which breach of faith, as the Americans termed it on the part of General Gage, is described with great indignation in all their subsequent publications.

In the mean time, several private persons, belonging to the back parts of Connecticut, Massachuset's, and New York, undertook an expedition which threatened to deprive Great Britain of every single possession in North America. These adventurers, amounting in the whole to about two hundred and forty men, seized Ticonderago, and Crown-Point, in which they found above two hundred pieces of cannon, besides mortars, howitzers and large quantities of various stores; they also took two vessels, which gave them the command of Lake Champlain, and materials ready prepared at Ticonderago for equipping of others.

The troops at Boston were now reinforced by the arrival of the Generals Howe, Burgoyne, and Clinton, a considerable body of marines, and several regiments from Ireland, and a great number of ships of war almost surrounded the peninsula. The congress published a resolution, June 8, importing the compact between the crown and the people of Massachuset's Bay, to be dissolved. This was followed by a proclamation of General Gage, June 12, by which a pardon was offered in the king's name, to all those who should lay down their arms and punishment denounced against those who persisted in disobedience.

The provincials considering this proclamation as an immediate prelude to hostility, determined to be before hand with their enemies. Having made the necessary preparations for seizing the port of Charlestown they sent a number of men with the greatest privacy in the night, to throw up works upon Bunker's Hill. This was effected with such extraordinary silence and despatch, that none of the ships of war which covered the shore, heard the noise of the workmen, who by the morning had made a small but strong redoubt, considerable entrenchments, and a breast-work that was in some parts cannon proof. The sight of these works was the first thing that alarmed the Lively man of war, and a heavy fire of cannon, howitzers, and mortars, was from this time carried on against the works, from the ship and floating batteries, as well as from the top of Cop's Hill in Boston

About noon, General Gage caused a considerable body of troops to be embarked under the command of Major-general Howe, and Brigadier-general Pigot, to drive the Provincials from their works. These troops, consisting of ten companies of grenadiers, as many of light infantry, and the 5th, 38th, 43d, and 52d battalions, with a proper train of artillery, were landed and drawn up without opposition, under the fire of the ships of war. The two generals however found the enemy in such a posture of defence, that they thought it neces send back for a reinforcement before they commenced the attack were accordingly joined by two companies of light infantry and diers, by the 47th regiment, and by the 1st battalion of marines, a ing in the whole to something more than two thousand men.

The attack began by a most severe fire of cannon and howitzers, which the troops advanced slowly toward the enemy, but the Provinci sustained the assault with a firmness that would have done honou gular troops, and detached a body of men to Charlestown which c their right flank. General Pigot, who commanded the right wi thus obliged to engage at the same time with the lines and with th the houses. During this conflict, Charlestown was set on fire; ei the troops or by the carcasses thrown from the ships, and that la beautiful town was in one day burnt to the ground. The Provinci not return a shot until the king's forces had approached almost works, where a most dreadful fire took place, by which above a tho of our bravest men and officers fell. Our troops were at length throw some disorder; but in this critical moment General Clinton, who a from Boston during the engagement, rallied them, and brought the stantaneously to the charge. The Provincials fought deperately being destitute of bayonets, and their powder expended, they were o to retreat over Charlestown neck, which was enfiladed by the guns o Glasgow man-of-war, and of two floating batteries. The king's t took five pieces of cannon, but no prisoners except thirty, who we severely wounded that they could not escape.

Part of the peninsula of Charlestown, and of Bunker's Hill, was mediately fortified, but the Provincials lost no time in throwing up upon another hill opposite to Bunker's, on the side of Charlestown n which was still in their possession, and the situation of the British tr was irksome and degrading, being surrounded and insulted by an en whom they had been taught to despise, and cut off from all those refr ments of which they stood in the greatest need.

A regiment of light cavalry which arrived from Ireland, increased wants of the garrison, without being of the smallest use, as the en were never able to set foot without the fortifications. The hay wh grew upon the islands, as well as the sheep and cattle which they c tained, became an object of great attention to the king's troops; but Provincials having prepared a number of whaling boats, and being m ters of the shore and inlets of the bay, were, notwithstanding the sm of the ships of war and armed vessels, successful in burning, destroy and carrying away those essential articles of supply. These enterprizes brought on several skirmishes, and the enemy grew at length so daring that they burnt the light-house situated on an island at the entrance of the harbour, though a man of war lay within a mile of them at the time; and some carpenters being afterwards sent, under the protection of a small party of marines, to erect a temporary light-house, they killed or carried off the whole detachment. From this time a sort of predatory war commenced between the king's ships and the inhabitants on different parts of the coast. The former, being refused the supplies of provisions and necessaries which they wanted for themselves or the army, endeavoured to obtain them by force, and in these attempts were frequently opposed, and sometimes repulsed with loss by the country people. These contests drew the vengeance of the men-of-war upon several of the small towns upon the sea coasts, some of which underwent a severe chastisement.

The parliament, which met in October, 1775, seemed more firmly determined than on any former occasion, to pursue what they called vigorous measures, but which the opposition distinguished by the epithets of cruel, bloody, and unjust. The American petitions addressed to the crown were rejected with contempt or indignation; and it was determined to employ such fleets and armies against the Americans, in the ensuing year as had never before entered the new world. A motion was made from the admiralty, in the committee of supply, that twenty-eight thousand seamen, including six thousand six hundred and sixty-five marines, should be voted for the service of the year 1776. The fleet on the North American station was proposed to amount to seventy-eight sail.

The military force which, it was proposed to employ in subduing the refractory Americans, were upwards of twenty-five thousand, but this force was considered by some of the most able military officers of the day to be totally unequal to the task proposed.

In a few days after the bills were passed, granting these supplies, the first lord of the treasury brought in a bill prohibiting all trade and intercourse with the thirteen united colonies, and declaring all American property, either in ships, or goods on the high seas, or in harbour, forfeited to the captains, being officers, and crews of his majesty's ships of war.

While these preparations and debates occupied the British senate, the designs of the Americans gradually became more daring. The reduction of Ticonderago and Crown Point, had opened the gates of Canada; and they came to the bold resolution of sending a force to invade and conquer that colony. The Generals Schuyler and Montgomery, with two regiments of New York militia, a body of New England men amounting in the whole to three thousand, were appointed to this service. A number of batteaux, or flat-boats, were built at Ticonderago and Crown Point, to convey the forces along Lake Champlain to the river Sorel, which forms the entrance into Canada. Having proceeded to the isle Aux Noix, they proposed to attack fort St. John, in which they were retarded by a want of ammunition sufficient for carrying on the siege. Their commander Montgomery, then turned his thoughts to the reduction of a little fort, Chamblee, where he found considerable stores, and one hundred and twenty barrels of powder, which enabled him to push with vigour the siege of St. John. General Carleton, the governor of the province, then at Montreal, was equally indefatigable in his endeavours to raise a force sufficient for its relief. But the designs of General Carleton were defeated by a party of Provincials, who encountered him at Longueil, and easily repulsed the Canadians, and Montgomery obtained possession of St. John, November 3d, 1775, where he found a considerable *quantity* of artillery, and many useful stores; the garrison, commanded by Major Preston, surrendered prisoners of war, and were sent up the lakes to those interior parts of the colonies.

Montgomery soon after laid siege to Montreal, of which he got possession the 13th of November; and Carleton's armament being pursued, attacked and driven from their anchors up the river by the Provincials, he himself narrowly escaped in a dark night, in a boat with muffled paddles, and after many dangers arrived at Quebec. His naval force, consisting of eleven armed vessels, fell into the hands of the Provincials.

The city of Quebec was at this time in a state of great weakness as well as internal discontent and disorder. When Colonel Arnold appeared unexpectedly with a body of New Englanders at Point *Levi*, opposite to the town. But several days elapsed before they effected a passage in boats furnished them by the Canadians, notwithstanding the vigilance of the English frigates in the river. The inhabitants of Quebec, however, had by this time leisure to unite for defending their city. When Montgomery, therefore, who with the utmost expedition, had pushed forward to join Arnold, attempted on the 31st of December to carry the place by escalade, he met with the most vigorous and unexpected resistance. He himself was slain, Arnold wounded, and a considerable body of the Provincials taken prisoners of war. The remainder did not again venture to renew their attack, but were satisfied with converting the siege into a blockade, and found means effectually to prevent any supplies of provisions or necessaries from being carried into Quebec.

While the Provincials obtained these important advantages in Canada, the Virginians obliged their governor, Lord Dunmore, to provide for his saftey by embarking on board the Fowey man-of-war, and all connection between Great Britain and that colony was dissolved July 18th, 1775. The unfortunate town of Norfolk, having refused to supply his majesty's ships with provisions, was attacked by a violent cannonade from the Liverpool frigate, three sloops of war, and the governor's armed ship, the Dunmore and the 1st of January was signalized with burning it to the ground. In South Carolina Lord William Campbell, the governor, was also obliged to retire from Charlestown, on board a ship of war in the river; and Governor Martin of North Carolina saved himself by the same expedient. The fleet of England served as a peaceable asylum to the expelled magistrates of revolting provinces, while its army was ingloriously cooped up in Quebec and Boston.

The Provincials were not less active in the cabinet than in the field. November the 13th, 1775, the inhabitants of Massachuset's Bay published letters of marque and reprisal, and established courts of admiralty for trying and condemning British ships. The American cruizers and privateers though yet for the greater part no better than whale-boats, grew daily more numerous and successful against the victuallers and store ships; and, among a multitude of other prizes, took an ordnance ship from Woolwich, containing a large mortar upon a new construction, several pieces of fine brass cannon, a great number of small arms, with abundance of ammunition and all manner of tools, utensils, and machines necessary for camps and sieges. This important prize was taken by a small privateer.

In the mean time the distressed British army remained ingloriously cooped up at Boston, awaiting with impatience the arrival of reinforcements from England, and doomed to behold many vessels laden with those comforts and necessaries, of which they were so miserably in want, taken in the harbour, by their enemies. In this situation, however, they were compelled to remain during the whole winter, in the course of which they suffered most dreadful privations, from the severity of the weather, and their want of means to defend themselves against the inclemencies of the climate.

The Congress, in the mean time, sent orders to General Washington to bring affairs at Boston to a crisis, and he in consequence opened a new battery, at a place called Phipps Farm, on the night of the 2d of March, and by the 5th, had, to the inexpressible surprise of the Royalist troops completed his works upon Dorchester point, from whence a twenty-four pounder, and a bomb battery began to play upon them. In this critical situation the troops had no alternative, but to abandon the town, which was beginning to blaze on every side, and embark on board the ships. Nothing could exceed the confusion, and tumult which prevailed during this embarkation; and besides the troops who were thus compelled to provide for their safety, by flight, fifteen hundred of the citizens who had espoused the royal cause, with their families and effects, encumbered the already crowded transports. Great part of the artillery, and stores were of necessity left behind, and the attempts to render the cannon upon Bunker's Hill and Boston Neck, useless to the enemy, were frustrated by the hurry the troops were in to get off.

The difficulties, and dangers after the intended voyage to Halifax, were encreased by the scarcity of provisions, and its being the equinoctial season, and as usual at that period, dreadfully tempestuous, while the multitude of ships, amounting to one hundred and fifty sail, aggravated the apprehensions for their safety. It was above a week before they could entirely clear off the harbour, but this delay proved eventually of little consequence as the voyage to Halifax, was much shorter and successful than could have been anticipated.

In Canada the operations of the English army under General Carleton were more successful. All the attempts of the Provincial troops to take Quebec by storm were repelled, and the spirit and vigor of the officers and crews of the Isis man of war and two frigates, confirmed the advantages gained by the garrison. These vessels which were the first that arrived with succours from England, having forced their way through the ice before the passage was deemed practicable, appeared suddenly before Quebec, and thus threw the besiegers into the utmost consternation; and General Carleton, taking advantage of this, marched immediately at the head of the garrison and attacked the Provincial camp, forcing them to fly in all directions, leaving behind all their military stores, artillery, &c.

The next grand point of attack was Charlestown in south Carolina: the English fleet under the command of Sir Peter Parker, anchored in the beginning of June off the bar, and the troops commanded by General Clinton, Lord Cornwallis and Brigadier General Vaughan, were landed on Long Island, but it was not till the 28th of June, that every thing being concerted between the commanders by sea and land, the cannonade commenced. The Thunder bomb began the attack by throwing shells at the fort, and was speedily followed by the Bristol, Solebay, Experiment and Active, who commenced a furious cannonade. The Sphinx, Syren and Actæon were ordered to the westward, between the end of the island and Charlestown, to cut off all communication between the island and the continent; but by the unskilfulness of the pilot who entangled the frigates in the shoals, called the Middle Grounds, they all stuck fast; and though two of them were speedily disengaged, it was too late to execute the intended service. The Acteon could not be got off, and was burnt by the officers and crew the next morning, to prevent her from falling into the hands of the enemy.

Amid the dreadful roar of artillery from the ships, the garrison of the fort kept, with the greatest firmness and constancy, to their guns, and took a cool and effective aim; and never did our marine, in an engagement with any foreign enemy, experience so rude an encounter. The springs of the Bristol's cable being cut by the shot, she lay for some time so much exposed to the enemy's fire, that she was most dreadfully raked. The brave Captain Morris, after receiving a number of wounds, still disdained, with a noble intrepidity, to quit his station, until his arm being shot off, he was carried away in a hopeless condition. The quarter-deck of the Bristol was at one time cleared of every person but the commodore, who stood alone; the others on that deck being either killed, or carried down to have their wounds dressed. The land forces all this while continued inactive; and Sir Peter Parker finding all hopes of success at an end, called off his shattered vessels, after an engagement of above ten hours. The Bristol had one hundred and eleven, and the Experiment seventy-nine men killed and wounded; both ships had received considerable damage. The frigates, being less pointed at than the great ships, did not suffer so great a loss.

On the 4th of July, 1776, the Thirteen United Provinces declared themselves free and independent states, abjuring all allegiance to the British crown; and a few weeks after this declaration, Lord Viscount Howe arrived at Halifax, at the head of a powerful squadron, and an army of thirty-five thousand men; which was superior in number, discipline, and provisions of every kind, to any force the Americans could bring into the field.

Meanwhile the British armament was also joined by the fleet commanded by Sir Peter Parker, as well as by some regiments from Florida and the West Indies; and the greatest part of the forces being now united, an attack against Long Island was determined, as being more easy of execution than against the island of New York.

The necessary measures being taken by the fleet for covering the descent, the army was landed without opposition on the south-west end of the island, passed the hills without noise or impediment, and descended by the town of Bedford into the level country. The engagement was begun early in the morning, while the ships attacked a battery at Red Hook, which distracted the attention of the enemy, from where the main attack was intended. Nothing could exceed the spirit and alacrity shewn by the British army. They made the enemy retreat on every side, pursued them with great slaughter, and it was with difficulty General Howe could restrain their impetuosity in breaking through the American lines, and cutting to pieces or taking prisoners all those who had escaped the danger of the battle and the pursuit.

No hopes of safety remained to the Americans, but in a retreat, which might well have appeared impracticable in the face of such a commanding force by land, and a fleet at sea, which only waited a favourable wind to enter the East River, which would effectually cut off all communication between the islands. This arduous task, however, was undertaken and carried into execution by the singular ability of General Washington. In the night of the 29th, the Provincial troops were withdrawn from the camp and their different works, and with their baggage, stores, and artillery, conveyed to the water side, embarked, and passed over a long ferry to New York. This was conducted with such wonderful silence and order, that our army did not perceive the least motion, and were surprised in the morning at finding the lines abandoned, and seeing the last of the rear guard in the boats, and out of danger.

The British troops were now impatient again to meet the enemy, who had escaped so unexpectedly from their hands. A river only divided them, along the banks of which they erected batteries, while a fleet of three hundred sail, including transports, hovered round the island of New York, and threatened destruction on every side.

At length, every thing being prepared for a descent, the first division of the army, under the command of General Clinton, embarked at the head of Newtoun bay, where they were entirely out of view of the enemy, and being covered by five ships of war, upon their entrance into East river, they proceeded to Kepp's bay, where the fire from the ships was so incessant and well directed, that the fortifications were soon abandoned, and the army landed without farther opposition. The enemy immediately quitted the city of New York, and retired toward the north, where their principal strength lay, particularly at King's Bridge; and General Howe conceiving the works here too strong to be attacked with any prospect of success, determined either to bring the rebels to an engagement on equal terms, or to inclose them in their fortresses. But he could not bring

Washington to an engagement, who availed himself of his skill and address, retreating from one post to another, but always occupying more advantageous ground than his pursuers.

The British commander thus disappointed in his design, detached, on the 18th of November, Lord Cornwallis to take Fort Lee, and to advance farther into the Jerseys. Our troops afterwards over-ran the greater part of the two Jerseys, the enemy flying every where before them; and at length extended their winter cantonments from New Brunswick to the Delaware. In the beginning of December, General Clinton, with two brigades of British, and two of Hessian troops, with a squadron of ships of war commanded by Sir Peter Parker, took possession of the Rhode island without the loss of a man; while the naval commander blocked up the principal marine force of the enemy, commanded by Hopkins, the admiral of the Congress, who then lay in the harbour of Providence.

In Canada we have already beheld General Carleton driving the American forces towards the lakes Champlain and St. George, of which they still kept possession as well as of the important fortress of Ticonderago, and to recover which, an expedition was determined on by the English, before the severity of the winter should set in.

For this purpose the ship Inflexible, which may be considered as admiral, was taken to pieces, and reconstructed at St. John's, and mounted eighteen twelve pounders. One schooner carried fourteen, another twelve six pounders. A flat-bottomed radeau carried six twelve pounders, beside howitzers, a gondola, seven nine pounders, and twenty gun-boats carried brass field pieces, from nine to twenty-four pounders. Several long-boats were armed in a similar manner, and a number acted as tenders, and these were accompanied by an immense number of transports and victuallers, for the conveyance and service of the troops. The armament was commanded by Captain Pringle, and navigated by seven hundred picked seamen.

The American fleet was greatly inferior in strength, amounting to only fifteen vessels, viz. two schooners, one sloop, one cutter, three gallies, and eight gondolas. They were commanded by Benedict Arnold, who had greatly distinguished himself as a general on land, and was now about to try his abilities on a new element.

The British armament proceeded up Lake Champlain, the 11th of October, 1776, and discovered the enemy drawn up in order to defend the passage between the island of Valicour and the western main. The engagement instantly commenced, and was continued with great warmth on both sides for several hours, until Arnold, being conscious of his inferiority took advantage of night, to set sail for Crown Point, but after a chase which lasted two days, they were overtaken within a league of their purposed shelter, and again brought to action. The engagement lasted two hours, during which time the enemy escaped to Ticonderago while two gallies, and five gondolas, which remained with Arnold maintained a desperate resistance, until they were compelled to yield to superior force. The Washington galley with Brigadier General Waterburg on board, struck and was captured, but Arnold with equal resolution, and dexterity ran his own vessel, the Congress galley, and the five gondolas on shore, landed his men safely, and blew up the vessels, gallantly maintaining his honor by keeping his flag flying, and remaining on board his galley, till she was in flames, lest the English should get possession of her. The Provincials, upon the defeat of their fleet, set fire to the houses at Crown Point, and retreated to Ticonderago, which was too strongly fortified, for General Carleton to hope to subdue at this advanced period of the season, and he accordingly re-embarked his troops, and returned to winter in Canada.

From their apparent security, they were, however, roused in the middle of winter by General Washington, who succeeded by his well-concerted, and spirited measures, not only in saving Philadelphia, and Pennsylvania, from danger, but in recovering the greater part of the Jerseys from the British, and obliging the latter army, though so greatly superior in numbers and discipline, to act entirely on the defensive for many months.

It is impossible for us minutely to detail all the complicated movements in this war; we shall therefore pass over occurrences of minor importance, and proceed to the grand expedition, undertaken by our army and fleet against Philadelphia.

The embarkation of the troops took place from Staten Island. General Howe having passed over with the army thither, and the force consisted of thirty-six British, and Hessian battalions, with a New York corps called the Queen's Rangers, and a very powerful artillery. The enemy having rendered the navigation of the Delaware impracticable, the fleet were obliged to abandon the project of proceeding by that way, and accordingly took the passage by Chesapeake bay to Maryland. After a most intricate, and dangerous navigation, they gained the river Elk about the middle of August, and having proceeded up this river as far as it was possible for large vessels, the army were relieved from their tiresome confinement on board the transports, and landed without opposition at Elk ferry, on the 25th of August.

Meanwhile General Washington returned with his army, consisting of thirteen thousand men, and lost no opportunity of harrassing General Howe in his march, by every possible means which did not involve the necessity of risking a general engagement. But several considerable actions took place between the troops, both before and after General Howe, had entered Philadelphia, on which occasions victory always inclined to the side of the king's troops. The Provincials having great disadvantage in the use of the bayonet, which instrument, they knew little how to manage.

When the British troops had taken possession of Philadelphia, their first employment was to erect batteries which might command the river. On the very day of the arrival of the forces, the American frigate, Delaware of thirty-two guns, anchored within five hundred yards of the unfinished batteries, and being seconded by another frigate, with some smaller vessels, commenced a heavy cannonade, which lasted for several hours. Upon the falling of the tide, however, the Delaware grounded, and was taken; and the batteries were played with such effect against the other vessels, that they were obliged to retire.

Meanwhile Admiral Lord Howe took the most effectual measures to convey the fleet and transports round to the Delaware, in order to supply the army with the necessary stores and provisions, and after a dangerous and intricate voyage, the fleet arrived in the western or Pennsylvania shore, where they drew up and anchored. The passage to Philadelphia, however, was still impracticable, for the Americans had constructed numerous works, with wonderful labour and industry, to interrupt the navigation of the river.

The first thing requisite for opening the channel, was to get the command of the shore. Accordingly upon the representation of Captain Hamond, of the Roebuck, which, with some other ships of war, had arrived in the Delaware before Lord Howe, the general detached two regiments to dislodge the enemy from Billingsfort, the principal place of strength on the Jersey shore. This service was successfully performed; and Captain Hamond, after a vigorous contest with the marine force of the enemy, opened a narrow and difficult passage through the lower barrier.

It was not attempted to remove the upper barrier, which was much the stronger, until the arrival of Lord Howe, who concerted measures for this purpose with his brother the general. The latter ordered batteries to be erected on the Pennysylvania shore, to assist in dislodging the enemy from Mud island. He also detached, 22d of October, a strong body of Hessians to attack the redoubt at Red Bank; while Lord Howe ordered the men-of-war and frigates to approach Mud island, which was the main object of the assault. The operations by land and sea were equally unsuccessful. The Hessians were repulsed with great slaughter by the garrison at Red Bank, as well as by the floating batteries of the enemy. The ships could not bring their fire to bear with any considerable effect upon the island. And the Augusta man-of-war of sixty-four guns, and Merlin sloop, were grounded so fast at some distance, that there was no possibility of getting them off. In this situation, four fire-ships were sent by the enemy to destroy the Augusta, and she unfortunately took fire in the engagement. The Merlin also was destroyed, but few lives were lost.

A second trial was made on the 15th of November, to open the communication of the river. While the enemy left nothing undone to strengthen their defences, the British fleet were employed in conveying heavy artillery and stores up the river to a small island, where they erected batteries, which greatly incommoded the American works on Mud island. At length every thing being prepared for an assault, the Isis and Somerset men-of-war passed up the east channel, several frigates drew up against a newly erected fort near Manto creek; and two armed vessels, mounted with twenty-four pounders, made their way through a narrow channel on the western side, in order to enfilade the principal works. The fire from the ships was terrible, and returned during the whole day with equal vivacity. Toward the evening the fire of the fort began to abate, and at length was totally silenced, and on the following morning the enemy set fire to every thing that could be destroyed, and escaped under favour of the night. The forts on the main land did not afterwards make much resistance, and, as well as that on the island, afforded a considerable quantity of artillery and military stores to the victors.

Several of the American gallies, and other armed vessels, had took the advantage of night to pass the batteries of Philadelphia, and fly to places of security farther up the river. This was no sooner discovered than the Delaware frigate, was manned and sent in pursuit of them; and other measures were taken which rendered their escape impossible. Thus environed, the crews abandoned and set fire to their vessels, which were all consumed to the number of seventeen, including two floating batteries and fire-ships; but the making such a channel as afforded a passage for transports and vessels of easy burden, with provisions and necessaries for the army, was all that could be effected by the fleet; while the whole success of the army amounted only to their securing good winter quarters at Philadelphia.

The sanguine hopes of finally subduing the Americans which had been hitherto entertained in England, began now to relax, and these who had hitherto treated with contempt the idea of raw inexperienced troops, commanded by officers, most of whom had emerged from obscurity, and had relinquished the plough-share for the sword, eventually triumphing over a regular army, headed by experienced officers, and a navy which was sufficient to keep the world in awe, now began, by their fears to admit the abilities and courage of their opponents. The future operations of the British forces in America were laid down with the most minute accuracy in the English cabinet, and the most vigorous measures were resolved upon, but by an unaccountable inconsistency, it was determined to recall General Carleton, to whose activity and wisdom, was certainly owing the preservation of Canada, and to bestow the command on General Burgoyne. Accordingly, with an army of seven thousand regulars, besides the militia of the country, and a powerful body of Indians, whom Great Britain had enlisted in their cause, and furnished with the finest train of artillery ever seen in that quarter of the world, General Burgoyne commenced his career by attacking the fort of Ticonderago, having concerted that he should, after obtaining possession of that important fortress, advance southward on the frontiers of the provinces, where they would at length join the force conducted by Sir Henry Clinton and Commodore Hotham, which were advancing northward from New York, to destroy the works, towns and country of the enemy on both sides of the river. At first every thing succeeded, Ticonderago was taken, the remainder of the American squadron on Lake George was pursued and defeated, and the enemy every where fled before the victorious troops. Arnold, who alternately acted the part of a general and commodore with equal skill and bravery, was sent to reinforce the declining courage of the American troops, and carried with him a considerable train of artillery. The terror excited by the savages, who were guilty of various enormities too shocking to be described, excited the inhabitants of the open and frontier country to take up arms to defend themselves against them; and when the regular army of the Provincials seemed to be nearly wasted, a new one and more formidable was poured forth from the woods, mountains and marshes, which in this part are thickly sown with plantations and villages. General Gates, an officer of a regular military education, took the command of this force and co-operated with Arnold with the utmost unanimity. Burgoyne had gone too far to retreat to Canada, nor could he proceed to Albany, without forcing his way through the American army, After a number of skirmishes, and two bloody engagements, he entered into the convention of Saratoga the 17th of October by which the British troops under his command laid down their arms, and engaged never to assist more in attempting to subdue America.

In the mean time Sir Henry Clinton conducted his expedition up the North River with success. Having embarked three thousand men, accompanied by a suitable naval force, consisting of frigates, armed gallies, and smaller vessels, he attacked the forts of Montgomery and Clinton. The troops were landed in two separate divisions, at such a distance, and their difficult march through the mountains, was conducted so skilfully, that they arrived at the forts, and began their respective attacks at the same moment of time. The surprise and terror of the garrison was increased by the appearance of the ships of war, and the fire of the gallies, which approached so close as to strike the walls with their oars. Both forts were carried by *storm*, and the slaughter of the enemy, was very considerable. Those who escaped set fire to two fire-frigates and several other vessels, which, with their artillery and stores, were consumed or sunk. Another fort, called Constitution, was, in a day or two after, upon the approach of the combined naval and land forces, set on fire and abandoned. The artillery taken in all the three amounted to sixty-seven pieces of different sizes. A few days afterwards Continential Village, containing barracks for one thousand five hundred men, and considerable stores, was destroyed. A large boom or chain, which was considered as an extraordinary proof of American industry and skill, was carried away ; and the whole loss was the greatest which the enemy had hitherto sustained. The navy continued to pursue the advantage. Sir James Wallace, with a squadron of light *frigates*, and General Vaughan, with a considerable detachment of troops, made various excursions up the river, carrying terror and destruction wherever they went. At the very time that General Burgoyne was negociating conditions for his ruined army, the thriving town of Esopus, at no very great distance, was reduced to ashes, and not a house left standing. The troops and vessels, did not retire to New York until they had dismantled the forts, and left the river totally defenceless. The boasted preparations, however, which were to bring America to our feet, produced none of the great effects which had been so firmly expected. No decisive advantage, had been gained over the force of the Provincials ; and the northern army, had been delivered u ap miserable prey into the hands of our enemies. Great part of the shipping of the Americans had, indeed, been destroyed; some of their towns were in our possession; and their country had felt the calamities of war; but the spirit of the people was still unsubdued, and would naturally prompt them to more vigorous and daring efforts than they had yet exerted.

Notwithstanding these fatal appearances, the English ministry were still determined to continue the American war, and on the 27th of November, 1777, sixty thousand seamen, including eleven thousand marines, were voted for the service of the ensuing year. The maintaining of these, with the building and repairing of ships, the ordinary of the navy and half-pay, and the discharge of a million of debt, made the whole expense of the fleet for the year 1778, amount to above five millions sterling. Yet this immense sum exceeded only by about half a million the expense of the land forces, for besides the national troops, we had taken into pay about twenty-five thousand Hessians, Hanoverians, Brunswickers, and other Germans; and many corporations, as well as individuals, subscribed largely for raising new regiments to reinforce the standing military strength of the country.

Meanwhile the news of the defeat and surrender of General Burgoyne's amy were received in France the beginning of December, and began totally to change the views and behaviour of that court with regard to the Americans. The French king received the compliments of his nobility on the misfortune of the British troops, with as much complacence as if his own had obtained a signal victory; and Monsieur Girrard, secretary of his most Christian majesty's council of state, waited on the American agents, by order of his majesty, the 16th of December, and acquainted them, that, after long and full consideration of their affairs and propositions, in council, his majesty was determined not only to acknowledge, but support the independence of America, and even at the risk of war with England, notwithstanding the expense and danger attending this measure. The only condition which he required, on the part of the Americans was, "That in no peace to be made with England they should give up their independence, and return to the obedience of that government." Upon this foundation the treaty was drawn up and signed, and soon after despatched to receive the ratification of Congress.

The news of the alliance between France and America no sooner reached England, than every voice was clamorous for war with the former country, which was accused of perfidy towards us, and violation of her treaties. A message from the king to both houses of parliament accompanying the memorial of the Marquis de Noailles, the French ambassador, in which the British court was informed of the recognition of the independence of America; and the treaty entered into with her, was filled with accusations of treachery on the part of France, and strongly contrasted her breach of faith with our strict adherence to the treaties concluded between her and Britain.

The immediate consequence was, that the British ambassador was recalled from Paris, and the Marquis de Noailles left London; an embargo laid on the shipping in the French and English ports, and every preparation made for war. Not only among the great body of the people, but in both houses of parliament, nothing was heard but determinations of war and vengeance, and the consequence of this aroused spirit in augmenting our armaments by sea and land, were speedily visible.

In a short time we had, besides a vast number of armed vessels and privateers, two hundred and twenty-eight ships of the line, frigates and sloops in commission, of which one hundred and thirty were stationed on the coast of America. Admiral Barrington was stationed at the Leeward Islands, Sir Peter Parker at Jamaica, and Admiral Duff's squadron in the Mediterranean.

In the mean time the French were not behind us in preparation, having assembled a powerful squadron at Brest, and another at Toulon; while their sea ports were crowded with troops for embarkation.

Nothing decisive had as yet occurred in America, where a petty war, which had for its object the harassing and annoying each other, and the destruction of all that could favor the views of the different armies, was the system acted upon. In pursuance of this plan, on the 7th of May a detachment of light infantry, in flat bottomed boats, commanded by Major Maitland, and protected and assisted by Captain Henry of the navy, with three gallies and several other armed vessels, proceeded to destroy the American ships lying in the river between Philadelphia and Trenton, amounting in the whole to forty vessels; and on the 25th of the same month, a similar expedition, under the command of Lieutenant Colonel Campbell, and Colonel Clayton of the navy, were equally successful in destroying one hundred and twenty-five boats, together with a galley in Hickamaret river, which had been collected by the Americans, for the purpose of invading Rhode Island. Another detachment from the men of war, destroyed all the vessels in Warren Creek, and a third burnt the saw mills which had been erected to prepare the materials for building boats by the enemy.

This last action closed the military career of General Howe; who resigned the command to Sir Henry Clinton and returned to England, and the immediate consequence of this change of affairs, was the evacuation of Philadelphia, which though it had occasioned such an expense of blood and treasure, it was thought necessary to give up, in order to enable the British army to take a more advantageous post to resist the united efforts of the Americans, and their new and powerful allies, the French.

On the 18th of June, the troops commenced their march, and though they were much harassed by General Washington's attempts to seize their baggage, &c., all their endeavours to bring him to a general action proved fruitless; and, accordingly, preparations were made for passing to Sandy-Hook island by a bridge of flat boats, over which the whole army passed in about two hours time, on the 5th of July, the horses and cattle having been previously transported, while the fleet anchored off Staten island. This station was less disadvantageous than that of the Delaware, in case the French fleet at Toulon should escape to America. This unfortunately had happened; M. D'Estaing having sailed from Toulon the 13th of April with twelve ships of the line, besides frigates and store-ships. The fact was known to the ministry the 27th of the same month; but no effectual measure had been taken in consequence of it. Meanwhile D'Estaing's squadron pursuing their course to America, arrived on the coast of Virginia the 5th of July.

A reinforcement under the command of Admiral Byron was now expected to arrive from England. But nothing could be more unfortunate than the tedious voyage of that admiral. He sailed the 5th of June, and nothing very material happened till the 3d of July, when the squadron was separated in a most violent gale at north, and at eight o'clock next evening when the storm abated, of fourteen vessels, the Princess Royal, Invincible, Culloden, and Gaudaloupe only were to be seen. They were again separated in a thick fog on the banks of Newfoundland. The Princess Royal being thus left by herself, the admiral continued his best endeavours to get to Sandy-Hook, and on the 18th of August, the crew perceived twelve sail of ships at anchor to leeward, distant about eight miles. These were soon discovered to be part of D'Estaing's squadron, and as the admiral could neither get into the road of Sandy Hook nor of New York, without passing through the midst of the enemy, he bore away for Halifax, where he arrived the 26th of August, and found the Culloden, which had reached that port before him. The rest of the squadron afterwards dropped in gradually there, or into the harbour of New York, their crews very sickly, and their vessels much damaged.

D'Estaing's squadron had consisted of twelve sail of two decked ships, and three frigates. One of the large ships had ninety guns, one eighty, six were of seventy-four, one of fifty; the least of the frigates mounted thirty-six guns; and their complement in men was above eleven thousand. To oppose this formidable squadron, Lord Howe had only six sail of sixty-four gun ships, three of fifty, two of forty-four, with some frigates and sloops, for the most part poorly manned. A thousand volunteers from the transports presented themselves, however, to man the fleet, and such was their ardour, that many who had been detained as necessary for the watch in their respective ships, were found concealed in the boats which carried their companions on board the several men-of-war. The army were equally forward and impatient to signalize their zeal, and though scarcely recruited from the fatigues of a long, toilsome, and dangerous march, were eager to cast lots to decide which should be appointed to embark as marines. The masters and mates of the merchant-men shewed equal alacrity; several taking their stations at the guns with the common sailors, others putting to sea in their small swift sailing shallops, to look out for the long expected reinforcement. One, of the name of Duncan, in the most noble spirit of disinterested patriotism, wrote for leave to convert his vessel, his whole fortune, into a fire-ship, to be conducted by himself; rejecting all idea of any other recompence than the honour of serving his country.

Lord Howe, encouraged by this noble enthusiasm lost not a moment in forming such plans of arrangement as seemed best adapted to counteract the enemy's designs. He lengthened his line which was already formed of the Isis, Eagle, Somerset, Trident, Nonsuch, and Ardent, by adding the Leviathan store-ship, manned by volunteers and supplied with cannon from the train. One battery of two howitzers, and another of three eighteen pounders, were erected on the point, round which the enemy must have passed, to enter the channel.

During these vigorous preparations the admiral had the daily mortification to see several of the English traders fall into the hands of the French. The Stanly armed brig, with five prizes, unfortunately anchored in the middle of their fleet, the darkness of the night concealing their ensigns, and was boarded before she discovered her mistake.

The wind was now favourable for crossing the bar, the spring tides were at the highest, and every circumstance concurred for attacking the British fleet to the greatest advantage. And had the English men-of-war been defeated, the transports and victuallers must have been an easy acquisition; and the army must of course, have surrendered on any terms the enemy might impose. But D'Estaing seems not to have possessed sufficient courage to contend for so great a stake; and at three o'clock in the afternoon of the 21st of July he bore off to the southward, to the great mortification of our gallant seamen, who, confident of victory, only longed for a battle.

It was generally supposed that the enemy's design was to force the port of New York, but advice was received, that they were seen on the morning of the 23d, in the latitude of the Delaware. After this the English fleet received an accession of force by the arrival of the Renown from the West Indies. The Dispatch also arrived from Halifax the 26th of July, which informed the admiral, that the Raisonable and Centurion were both on their way to New York. These, as well as the Cornwall, formed a most seasonable reinforcement.

It was now known for certain, that the French fleet had sailed for Rhode island. And Lord Howe, notwithstanding the great inferiority of his force even after the reinforcement, immediately determined to save the British garrison at that place. Two additional fire-ships were constructed by his orders, and all his squadron was ready for sea by the 1st of August. But the weather prevented, his arrival till the evening of the 9th. By this time D'Estaing had entered the harbour under an easy sail, cannonading the town and batteries as he passed. His situation, therefore, was much stronger than that on which the English had calculated. The Americans also were possessed of the left-hand shore, the whole length of the harbour, which gave them an opportunity not only to annoy the British fleet from the heigths, but, during the attack against D'Estaing, to bring all their guns to bear upon the English ships from the northern extremity of that island.

On the following morning the French squadron was seen standing out to sea with all their sails on board, and Lord Howe immediately made signal to get under weigh, and during the day made several masterly manœuvres to throw the enemy to leeward, but without effect; for the next morning presented the two fleets in the same situation, though at somewhat greater distance. Lord Howe now ordered the frigates which had the charge of the fire-ships to be informed, that should the enemy continue to preserve the weather-gage, he should wait their approach with the squadron formed in a line of battle a-head, from the wind to the starboard; and at the same time, aware of the many disadvantages in which he should have to engage, he found it necessary to seek resource in his superior skill and activity, to be ready to profit of every fortuitous occurrence, and to compensate for the inferiority of his force by his address in applying it; and therefore shifted his flag on board the Apollo frigate, leaving the Eagle in the centre, and moved to a convenient distance to take a view of the whole line; and observing that they had placed their strongest ships in the van, he strengthened the rear of the British to receive their attack. About four o'clock the French admiral altered his bearing, and new formed his line to engage to leeward. Lord Howe crossed through the interstices of the English line with the frigates and fire ships, and in a few minutes after made a signal for his ships to shorten sail, and close to the centre. The engagement seemed now to be decided on: but the French again altered their course, and bearing to the southward were speedily out of sight.

The wind blew so hard that it was necessary for the British to lie to all night to prevent the separation of their fleet; but the gale increased to such violence, that, notwithstanding this precaution, the blue division was totally separated from the rest; the centre and van with most of the frigates still keeping together. The Apollo, having lost her fore-mast in the night, the admiral shifted his flag next day on board the Roebuck, Captain Hammond. The whole fleet was greatly disabled by the storm, and their fire-ships rendered by the wet totally unfit for service. On the evening of the 13th, Captain Dawson, in the Renown of fifty guns, fell in with the Languedec, carrying M. D'Estaing, totally dismasted. Having run close under her lee, he gave her all his upper-deck guns; then standing off to windward, opened his lower ports, and, at half a cable's length, poured in their broadsides. The darkness obliged him to lie to for the night, but at the first dawn six French ships hove in sight, three of which gave him chase. An action as brilliant as any on record in the history of the English navy, took place between Captain Rayner in the Isis, and the Cæsar a twenty-four gun ship; the English captain discovering the force of his opponent, at first endeavoured to escape her; but she proved to be the fastest sailer. In a short time they were close on board each other, and engaged for an hour and a half within pistol-shot.

Notwithstanding the extraordinary disproportion of force, the address and intrepidity of Captain Rayner was so happily seconded by the ardour of his officers and men, that the Frenchman was forced to put before the wind. The Isis was incapable of pursuing him, being so much shattered in her masts and rigging. The French captain, lost his arm, the first lieutenant his leg, and they acknowledged seventy men killed and wounded; whereas the Isis had but one man killed, and fourteen wounded. The English ships now sailed for the general rendezvous, which the admiral had appointed at the Hook, where they found their consorts almost as much shattered by the storm, as they had been by the storm and the French fleet together.

Whilst the disabled ships, were undergoing the requisite repairs, the Experiment, which had been sent to explore the state of affairs at Newport, brought intelligence, the 23d of August, that D'Estaing's squadron had again returned to Rhode island. Lieutenant Stanhope arrived next day, having with great gallantry passed through the body of the French fleet in a whale-boat, conveying more complete information of the situation of the enemy.

Lord Howe upon this information, set sail for the relief of the place; but being met at sea by the Galatea with despatches, acquainting him that D'Estaing had sailed from his anchorage, and steered in a course for Boston, his lordship detached the Nautilus, Sphinx, and Vigilant to Rhode island, and proceeded with the remainder of his squadron in quest of the enemy. When he arrived at Newport, he found that the measures which he had taken, had been effectual in relieving that important garrison; the American general, Sullivan, on the unexpected retreat of D'Estaing having retired from before the place after uttering many bitter reproaches against the brittle faith of his new allies. Lord Howe returned to Sandy Hook, and being in a bad state of health, surrendered the powers with which he was entrusted to Rear-admiral Gambier, and set sail for England, where he arrived the 25th of October.

While these operations had been carrying on in America, a formidable they were soon engaged. As the two fleets passed each other, the cannonade was very heavy, and did considerable execution on both sides. The enemy, as usual, fired chiefly at the rigging, which crippled many of the British ships, while Admiral Keppel continued the old way of fighting, by firing principally at the hulls of the enemy's ships with good success.

The action, for the short space it lasted, about three hours, was very warm. The loss on the side of the British was one hundred and thirty three killed, and three hundred and seventy-three wounded. The French acknowledged one hundred and fifty killed, and about six hundred wounded. From the manner of engaging, however, it is probable they lost many more. Both sides claimed the victory in this undecisive action.

After the different ships had repaired their damages, the British commander made the signal to form a line of battle a-head. The red division, under Sir Robert Harland, immediately obeyed; but the blue division never came into the line during the rest of the day, Sir Hugh Palliser alleging, that his ship the Formidable was so much disabled that he could not obey the signal.

The French also, soon after the engagement, drew up in a line of battle to leeward, and continued during the afternoon in that position, with an intention, they assert, to renew the engagemeut, but that the English stole away in the night, without showing any lights; and in the morning they having no expectation of being able to renew the action, and finding themselves unexpectedly off Ushant, the effects of the winds and currents, while they supposed themselves nearly thirty leagues from any land, they took that opportunity of putting into Brest, in order to land their wounded men. This account, however, was totally false; for it appeared by the evidence of witnesses upon oath, in the subsequent trials of Keppel and Palliser, that the French, on purpose to deeeive, stationed soon after it was dark three of their best sailing ships in a line, at considerable distance from each other, with lights, in order to have the appearance of their whole fleet; which finesse had the intended effect; and their fleet stole away in the night, and the three ships followed them at day-light in the morning.

The British fleet was nearly in a line of battle all night, excepting the Formidable and some other ships of Sir Hugh Palliser's division; both Admiral Keppel, and Sir Robert Harland, had distinguishing lights on and also a light at their bowsprit end. The men were on deck all night in every ship of the fleet, quartered at their guns, ready to renew the action in the morning, expecting the French were also inclined to fight, but in this they found themselves mistaken, their whole fleet being out of sight, excepting the three ships above mentioned, which were also at two great a distance to be overtaken.

The British commander, therefore, discovering in the morning that the French had escaped, that many ships of his own fleet had suffered greatly in their masts and rigging, and that there was not the least prospect of overtaking the enemy before they reached Brest, had no alternative but to bring the fleet home to be repaired, and accordingly arrived off Plymouth on the 31st of July.

Admiral Keppel put to sea again with the same force and commanders, on the 22d of August. The French had left Brest some days before, bore away for Cape Finisterre, leaving their trade at the mercy of our fleet and privateers. Many of their merchantmen accordingly fell into the hands of the English. The British admiral continued cruizing in the bay till the 28th of October, when he returned to Portsmouth, and the French got to Brest a few days after.

An adjustment of the differences between this country and America had been unsuccessfully attempted by England; and the commissioners were compelled to return home, but previous to so doing published a manifesto, dated at New York the 3d October, 1778. This contained a recapitulation of the advantages which they were empowered to confer, with an appeal from the resolutions of the Congress, to the inhabitants at large, and a denunciation of a more destructive war than had hitherto been carried on; since, if the British colonies were to become an accession to France, prudence would dictate to Great Britain the necessity of rendering that accession of as little avail as possible to her enemy.

The military and naval operations were little interrupted by this negociation; although in consequence of the advanced season of the year, no general engagement took place, nor was any thing decisive performed by the English or French squadrons, both of which suffered greater injury from the weather than from the assaults of the enemy. The surrender of Dominica by the English was in some measure compensated by the taking of the islands of St. Pierre and Miquelon, which were the only settlements the French possessed in the northern parts of America.

In taking a retrospect of the war up to this period, it appears that Great Britain had very little to value herself upon. She had already lost two ships of the line, thirteen frigates, and seven sloops of war, while not one capital ship had been taken from the French. And the naval force of the Americans though at one time apparently destroyed, had started again into existence, and harrased our trade as heretofore. Nearly one thousand of our merchant vessels had been captured by American privateers, and the loss to our merchants was estimated at nearly two millions sterling. The value of the prizes taken by our seamen from the Americans and French exceeded indeed greatly this sum, but that did not compensate to our merchants and manufacturers for their losses, nor reconcile them to the management which suffered our fleets to lie rolling in harbour, while the French squadron rode triumphantly mistress of the seas.

The return of Admiral Keppel to England excited very warm and opposite feelings; the ministerial loudly condemning, while those in opposition to their measures as fervently praised his conduct. It is probable, however, that this subject would have sunk into oblivion, but a letter was published by Sir Hugh Palliser, vice admiral of the blue, in which he conveyed an indirect insinuation against Admiral Keppel, and these imputations being re-echoed in the House of Commons, called him up to vindicate himself; he said, that " If he was to go over the business of the 27th of July again, he would conduct himself in the same manner. Every thing that could be done had been done; and he was happy to say, the British flag had not been tarnished in his hands. He felt himself perfectly easy on that head and should never be ashamed of his conduct. The oldest and most experienced officers in every engagement, saw something which they were before unacquainted with; and that day presented something new. He impeached no man of neglect of duty, because he was satisfied that the officer alluded to had manifested no want of courage, the quality most essential in a British seamen." Sir Hugh Palliser declared, " he was so conscious of not having been any hindrance to a re-action with the Brest fleet on the 27th of July, that he was equally indifferent with the honourable admiral how soon an enquiry were set on foot. If there was any reason of accusation, why not make it openly and fairly? If not, why insinuate that he had been wanting in point of conduct, though a testimony was given in favour of his courage? This," he said, " was a language extremely different from that of the admiral's dispatch containing an account of the action, in which he informed the admiralty board of the spirited and gallant conduct of all the officers under his command." Admiral Keppel acknowledged, " he had given that approbation, and was ready to repeat it. The vice-admiral had alluded to signals, and said that it was no fault of his that the fleet of France was not re-attacked. As to that he could only say, that he presumed every inferior officer was to obey the signals of his commander; and now when called upon to speak out, he would inform the house and the public, that the signal for coming into the Victory's wake was flying from three o'clock in the afternoon, till eight in the evening unobeyed; at the same time he did not charge the vice-admiral with actual disobedience. He doubted not but, if an enquiry should be thought necessary, he would be able to justify himself, because he was fully persuaded of his personal bravery."

In consequence of this altercation, Sir Hugh Palliser drew up a charge against Admiral Keppel, containing five articles tending to prove him guilty of misconduct and neglect of duty, on the 27th and 28th of July, 1778, in divers instances, which he exhibited at the board of admiralty on the 9th of December. When these accusations were laid before the public, the national feeling for the honour of the navy ran high, and all seemed to fancy themselves competent to decide upon the case, though all were equally inconsistent and contradictory. The Board of Admiralty, however, issued their orders for the court-martial to be held on the 7th of January, for the trial of Admiral Keppel, which continued by several adjournments till the 11th of February. In the course of the evidence brought by the prosecutor, no one fact was proved that could give the smallest support to a single article in the charge. Admiral Keppel, before bringing forward his witnesses, made a particular reply to the various accusations of his adversary. In the month of March, 1778, the admiral was told that a fleet lay ready for him to command. Having reached Portsmouth, he saw but six ships ready, and "on viewing even those with a seaman's eye, "he was not by any means pleased with their condition." On the 30th of June he sailed with twenty ships of the line. Thirty-two ships of the line lay in Brest water, besides an incredible number of frigates. "Was I to seek an engagement," says the admiral, "with a superior force? I never did, nor shall I ever fear to engage a force superior to the one I then commanded, or that I may hereafter command. But I well know what men and ships can do, and if the fleet I commanded had been destroyed, we must have left the French masters of the sea. To refit a fleet requires time. Never did I experience so deep a melancholy as when I found myself forced to turn my back on France! I quitted my station, and courage was never put to so severe a trial."

The admiral was permitted to sail a second time, without receiving official praise or blame for the part which he had acted. Having taken two French frigates, he was fearful that a war with France, and all its consequences, might be laid to his charge. "This," he says, "for any thing I can tell, may be treasured up to furnish matter for another accusation." He was surprised, on his return, to be threatened with the fate of Admiral Byng, and still more surprised, to be charged with cowardice. "I am exceedingly sorry that the admiralty have refused me the liberty of producing my instructions. In all former court-martials the instructions and orders have been sent with the charge to the members of the court. Although on the 27th of July I fought and beat my enemy, and compelled him to take shelter by returning into port, yet the effort did by no means answer my wishes. I rushed on to re-attack the enemy; and why I did not accomplish my design will be seen in the evidence which I shall produce."

When the admiral's witnesses were examined, it appeared, that if he had waited for forming the line of battle, and had not immediately taken advantage of a change of wind to close with the enemy, there could have been no engagement on the 27th of July. It was proved, that, having passed the French fleet, he wore ship in order to renew the engagement as soon as it was proper; as he could not have done it sooner, had the state of his own ship admitted of it, without throwing the ships astern into the greatest confusion. The English fleet at no time exhibited any signs of flying from the enemy; when the French after the engagement edged away, and made for some of our disabled ships, it was necessary to wear again, in order to prevent those ships from falling into their hands. The three French ships which were seen on the morning of the 28th of July, could not have been pursued with the smallest prospect of success. Those facts, which entirely destroyed the charge against Admiral Keppel, were established by the witnesses on both sides. The evidence brought by the admiral, and particularly the testimony of Admiral Campbell, Sir John Lindsay, and Captain Jarvis, proved, that the reason why the British fleet did not re-attack the French, was the disobedience of Sir Hugh Palliser, who disregarded the admiral's signal for forming the line, which continued flying from three o'clock in the afternoon till the evening. The court, having heard the prosecutor's evidence, and the prisoner's defence, unanimously proceeded to give sentence in the following terms: "That it is their opinion the charge against Admiral Keppel is malicious and ill-founded, it having appeared, that the said admiral, so far from having by misconduct and neglect of duty, on the days therein alluded to, lost an opportunity of rendering essential service to the state, and thereby tarnished the honour of the British navy, behaved as became a judicious, brave, and experienced officer." The president then delivered him his sword, congratulating him on its being restored with so much honour. The admiral, shortly after his acquittal, received the unanimous thanks of both houses of parliament, for the gallantry he had displayed on the 27th of July; which was followed by similar testimonies of respect from the London and West India merchants.

About a fortnight after this trial Sir Hugh Palliser resigned his employments of lieutenant-general of marines, one of the lords of the admiralty, governor of Scarborough castle, and resigned his seat in parliament, retaining only his vice-admiralship. In April, 1779, Sir Hugh was tried by a court-marshal and acquitted; and in the following year was appointed Governor of Greenwich Hospital, vacant by the death of Sir Charles Hardy.

Although during the year 1799, no general action distinguished the naval history of our country, yet it was sufficiently marked by a series of active and gallant achievements; the which we shall proceed to detail in their proper order.

On the 31st of January, a gallant attack was made upon a French frigate with a convoy of ten sail destined to St. Malo, by Captain Pownall of the Apollo, of thirty-two guns, and two hundred and twenty men. The action lasted for an hour and a half. The enemy then struck his colours; and proved to be the Oiseau, of twenty-six nine pounders, on one deck, and two hundred and twenty-four men, commanded by the Chevalier de Tarade. The Apollo had eight men killed, and twenty wounded; Captain Pownell and his two lieutenants were also wounded. The loss of the enemy was not ascertained. The convoy, with some armed vessels, effected their escape.

On the 14th of March, the Rattlesnake of ten four pounders, and twelve swivel guns, with a complement of sixty men, Lieutenant Knell, commander, performed a brilliant exploit. At day-break, Lieutenant Knell descried two French cutters at the back of the Isle of Wight, to which he gave chase, and, at half-past one, P. M. came up with and engaged the largest cutter, of fourteen guns, twelve swivels, and ninety-two men; the other cutter, mounting twelve carriage guns, ten swivels, and eighty-two men, which sailed remarkably fast, came up, and jointly engaged the Rattlesnake until four o'clock, when the largest cutter struck. The other instantly attempted to escape, but the British lieutenant perceiving her intention, bore down, fired three broadsides, and then boarded her. While, however, the crew of the Rattlesnake were repairing their rigging, the French cutter, which had first struck, crowded all her sail, and effected her escape, the Rattlesnake not being in a condition to follow her. The other cutter, called Le Frelon de Dunkerque, was brought into Spithead. In this gallant action Lieutenant Knell, a midshipman, and ten men were wounded. On board the Frelon, the commander and twelve of her people were killed, and thirty wounded. The other must have suffered greatly. For this meritorious service, Lieutenant Knell was promoted to the rank of master and commander.

At this time the insufficient measures of the admiralty became a theme of general discussion—No less than three motions of censure, relative to the state of the navy was made during the present meeting of parliament; and one for the removal of the first lord of the admiralty, the Earl of Sandwich, from his majesty's service.—Admirals Keppel, Sir Robert Harland, Capts. Leveson Gower, Sir John Lindsay, and other eminent officers, quitted the service, or declined acting under the present system; and whilst the spirit of enquiry was thus excited at home, the French were actively employed in taking advantage of them. A number of transports, with troops sailed from Rochelle for the French West India Islands, in February, under convoy of the Indienne of seventy-four guns, and four other ships of the line. One of the transports, however, fell into the hands of the Nottingham on the 18th of March, and was carried into Cork. He had three hundred and five soldiers on board.

Six ships of the line, sailed a few days after from Cadiz, their destination being a profound secret; and these were followed by a fleet of ten sail of the line, six frigates and twenty transports, with troops on a secret expedition, from the same port, on the 10th of March. It was evident therefore that Spain would soon join France, against the British empire; no exertions, however, correspondent with the approaching danger, were made by the admiralty, and the consequence was, that, when the storm came, it found them wholly unprepared.

It would be an act of the highest injustice were we to omit the following letter published by the French Nation, and circulated by the minister of the marine department on the 19th of March, which redounds so greatly to the honour of our enemy, and which shews that even in the midst of every demonstration of hostility, that the French were respecters of the rights of humanity, and of science.

"Captain Cook, who sailed from Plymouth in July, 1778, on board the Resolution, in company with the Discovery, Captain Clarke, in order to make some discoveries on the coast, islands, and seas of Japan and California, being on the point of returning to Europe; and as such discoveries are of general utility to all nations, it is the king's pleasure that Captain Cook shall be treated as a commander of a neutral and allied power, and that all captains of armed vessels, &c. who may meet that famous navigator, shall make him acquainted with the king's orders on this behalf, but, at the same time, let him know, that, on his part, he must refrain from all hostilites."

On the 1st of April, Captain Douglas, of his majesty's sloop the Delight, sailing from Spithead with orders from the admiralty, fell in with and captured the Jean Bart, a French privateer of twenty guns, and one hundred and ninety men, the engagement lasted three hours; the boatswain of the Delight was killed, and two men wounded. Captain Reynolds, of the Jupiter, coming up, most seasonably, after the action, took charge of the capture, and the Delight proceeded on her destination.

On the 11th of May, a number of vessels having appeared on the French coast, while Captain Gidoin, of the Richmond, was at anchor in Boulé bay, that officer divided the ships under his command there, ordering the Experiment, Pallas, Unicorn, Fortune, and Cabot brig to go round the south-west end of Jersey, while he with the rest went to the south-east. After steering over for the French shore, Sir James Wallace of the Experiment, perceived, on the 13th, at day-light, a frigate coming out of St. Malo, and five or six to leeward, standing into Cancale bay. He immediately gave chace, when the enemy, consisting of three frigates and an armed cutter, ran ashore in Cancale bay. The Experiment, however, ran in upon the shore directly among them, and commenced an action, which lasted about one hour and a half, during which the French crews abandoned their ships, and our boats boarded and brought them off; but the enemy by this time had brought down cannon, howitzers, and a great body of troops. and our people were under the necessity of burning two of their frigates, and of leaving the cutter scuttled on the shore. The third frigate, La Danæ, of thirty-four guns, was brought off, together with a brig and two sloops. This action was signalized by a remarkable trait of gallantry and skill on the part of Sir James Wallace. The Experiment having been greatly annoyed by a battery of six twelve-pounders, Sir James judged it expedient, after silencing the Danæ, to silence the battery also, in order to effect the destruction of the other frigates and cutter. But, the pilots having refused to venture the ship so near in shore, he carried her up the bay himself, and laying her abreast of the battery silenced it in about three quarters of an hour. The English loss was trifling; the Experiment had two men killed and thirteen wounded, she was hulled in several places, and her sails and rigging much damaged by the shot. The purser of the Cabot had his leg shot off, and two of her men were wounded.

The French fleet under the command of M. D'Orvilliers, consisting of twenty-eight sail of the line, and several frigates, sailed, on the 4th of June from Brest, to form a junction with the Spanish fleet at Cadiz.

The Spanish branch of the house of Bourbon had entered into an engagement with France, soon after that power had concluded a treaty with America; but it was judged expedient, tha Spain should not declare herself until she had placed her transmarine possessions in a state of perfect security. During this period, the Spanish cabinet were deluding the British ministry by a negociation, in which she affected to act as mediator between England and France. Having effected what they had desired, the disposal of their fleets, the Spanish ambassador now published a manifesto, from the hostile tone of which and from the notice with which it was accompanied, of the Spanish ambassador's intention to depart immediately fron this country, it was evident the court of Madrid had completed its preparations, and was now ready, in every respect, to embark in the war. And accordingly our minister was recalled from Madrid, and this act was immediately followed by a proclamation, on the 18th of June, authorizing the commencement of hostilities against Spain.

A Spanish war was at all times with the British nation, so popular, that, notwithstanding the culpable indifference of the ministry, both houses of parliament were unanimous in their determination of supporting the war against the house of Bourbon: the only subject of difference was the expediency of continuing the contest with America.

The French fleet, which had sailed from Brest, on the 4th of June, having effected a junction with the Spanish fleet, their combined force, consisting of sixty-six sail of the line, entered the channel, and paraded triumphantly for two or three days before Plymouth; while several French frigates anchored in Cawsand bay, and captured some of our coasting vessels. The Ardent, of sixty-four guns, commanded by Captain Boteler, standing down the channel, fell in with the enemy's fleet, and mistaking it for the British, was surrounded and captured in sight of Plymouth. Admiral Sir Charles Hardy had sailed from Spithead, on the h, to cruise in the Soundings; but the enemy escaped the notice of British fleet, and threw the whole kingdom into a state of consterna- n. The strong easterly winds which blew for several days, forced the nbined fleets out of the channel, and, at the same time, prevented Sir arles Hardy from getting into it. The wind shifted to the westward, the 31st of August, and the British fleet gained the entrance of the annel in sight of the enemy, who were unable to prevent it. Neverthe- s, they followed our fleet until sunset, when being a little to the tward of Falmouth, they hauled to the south-west, and stood out of the annel. Sir Charles Hardy proceeded off the Edystone, where he an- ored the fleet, waiting the return of the flood tide; and the next morn- ;, the whole fleet reached Spithead.

This insult upon our coasts created more affright and terror in every t of the kingdom than had ever been felt, before. A court-martial was d on Captain Boteler, and, he dismissed the service, for not doing ry thing in his power to save his ship.

There was not a sequestered hamlet, which was not agitated by the ad of invasion; and even the measures of precaution, on the part of ernment, served to augment the general alarm. Many persons quitted ir dwellings on the sea coasts, spreading, withersoever they went, ir own groundless apprehensions. The fright became epedemical; so ch so, that a congregation, assembled for divine worship in a church, r the sea coast, was thrown into the greatest perturbation, by a voice laiming that the French had landed. Male and female leaped over the ws, and rushed out with loud cries, leaving the church wholly deserted, ept by the minister, (for the clerk too had fled,) and a few of the mi- ry, who remained by command of the general of the district, Sir R. per, K. B. by whom this anecdote was related.

This general consternation, was, however beneficial; it rousedt he ministry m their dormant state, and compelled them to take measures more respondent with the public emergencies; and, from this period, all prehensions relative to the security of Great Britain itself ceased. We re also fortunate in the escape of our homeward-bound trade; a few s only before the appearance of the enemy, the Jamaica fleet, amount- ; to nearly two hundred ships, arrived safe; and eight East Indiamen, ing been timely apprized of their danger, were enabled to put into nerick, in Ireland.

On the 14th of September Captain George Montegue, commander the Pearl of thirty-two guns, while cruising off the western islands, tured a Spanish frigate of twenty-eight guns and two hundred

seventy-one men, after a sharp contest of nearly two hours.
e English had fourteen men killed and nineteen wounded ; the
anish frigate had thirty-eight killed and forty-eight wounded. On
e 23d of the same month, an action took place, as memorable as
ny that we shall have to record during the war : Captain Pearon of
he Serapis of forty guns, and Captain Piercy of the Countess Scar-
borough armed ship, of twenty guns, with a large convoy, close in
with Scarborough, received intelligence that a flying squadron of the
enemy's fleet were on the coast standing to the southward. On this
information Captain Pearson, immediately made signal for the convoy
to bear down under his lee : before this could be effected, however,
the headmost ship got sight of the enemy, then in chase of them. The
convoy then tacked, and made the best of their way towards the shore,
letting fly their top-gallant sheets and firing their guns. Captain
Pearson now made all sail to windward, getting bet the enemy
and the convoy. He then made signal for the of Scarbo
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« After exchanging two or thr the enemy
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and attempted to board us ; but being
which I backed our topsails, in order
which, as soon as he observed, he then fi
and laid us athwart hawse ; his misen shro
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of the ship, we were on

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" After exchanging two or three broadsides, the enemy backed his topsails, and dropped upon our quarter, within pistol shot, then filled again, put his helm a-weather, and run on board our weather quarter, and attempted to board us; but being repulsed, he sheered off; upon which I backed our topsails, in order to get square with him again, which, as soon as he observed, he then filled, put his helm a-weather, and laid us athwart hawse; his misen shrouds took our jib boom, which hung him for some time, till it at last gave way, and we dropped alongside of each other, head and stern, when the fluke of our spare anchor hooking his quarter, we became so close, fore and aft, that the muzzles of our guns touched each other's sides. In this position we engaged from half past eight till half past ten, during which time, from the great quantity and variety of combustible matter which they threw in upon our decks, chains, and, in short into every part of the ship, we were on fire not less than ten or twelve times, in different parts of the ship; and it was with the greatest difficulty and exertion imaginable at times that we were able to get it extinguished. At the same time, the largest of the two frigates kept sailing round us the whole action, and raking us fore and aft, by which means she killed or wounded almost every man on the quarter and main decks. About half past nine, from some accident, a cartridge of powder was set on fire, the flames of which running from cartridge to cartridge all the way aft, blew up the whole of the people and officers that were quartered abaft the main-mast, from which unfortunate circumstance all those guns were rendered useless for the remainder of the action, and, I fear, the greater part of the people will lose their lives. At ten o'clock they called for quarter from the ship alongside, and said they had struck. Hearing this, I called upon the captain to know if they had struck, or if he asked for quarter; but no answer being made, after repeating my words two or three times, I called for the boarders, and ordered them to board, which they did, but the moment they were on board her, they discovered a superior number laying under cover, with pikes in their hands ready to receive them, on which our people instantly retreated into our ship, and returned to their guns again till half-past ten, when the frigate coming across our stern, and pouring her broadside into us again, without our being able to bring a gun to bear on her, I found it in vain, and in short, impracticable, from the situation we were in, to stand out any longer with the least prospect of success; I therefore struck, our main-mast at the same time went by the board. The first lieutenant and myself were immediately escorted into the ship alongside, when we found her to be an American ship of war, called the Bon Homme Richard, of forty guns, and three hundred and seventy-five men, commanded by Captain Paul Jones; the other frigate which engaged us, to be the Alliance, of forty guns, and three hundred men; and the third frigate, which engaged and took the Countess of Scarborough, after two hours action, to be the Pallas, a French frigate of thirty-two guns, and two hundred and seventy-five men; the Vengeance, an armed brig of twelve guns, and seventy men, all in Congress service, and under the command of Paul Jones. They fitted out and sailed from Port l'Orient the latter end of July, and came north about; they have on board three hundred English prisoners, which they have taken, in different vessels, in their way round, since they left France, and have ransomed some others. On my going on board the Bon Homme Richard, I found her in the greatest distress: her quarters and counter on the lower deck entirely drove in, and the whole of her lower deck guns dismounted; she was also on fire in two places, and six or seven feet water in her hold, which kept increasing upon them all night, and the next day, till they were obliged to quit her, and she sunk with a great number of her wounded people on board her. She had three hundred and six men killed and wounded in the action; our loss in the Serapis was also very great. My officers and people behaved well; and I should be very remiss in my attention to their merit were I to omit recommending the remains of them to their lordship's favours. I must at the same time beg leave to inform their lordships that Captain Piercy in the Countess of Scarborough was not in the least remiss in his duty, he having given me every assistance in his power, and as much as could be expected from such a ship, in engaging the attention of the Pallas, a frigate of thirty-two guns, during the whole action. I am extremely sorry for the misfortune that has happened, that of losing his majesty's ship I had the honour to command; but, at the same time, I flatter myself with the hopes that their lordships will be convinced that she has not been given away; but, on the contrary, that every exertion was used to defend her; and that two essential pieces of service to our country have arisen from it: the one in wholly oversetting the cruize, and intentions of this flying squadron; the other in rescuing the whole of a valuable convoy from falling into the hands of the enemy, which must have been the case had I acted any otherwise than I did."

Captain Piercy, during this obstinate contest was closely engaged with the Pallas, a French frigate of thirty-two guns, and two hundred and seventy-five men, and the Vengeance brig of twelve guns, and seventy men, when perceiving another frigate bearing down, he was under the necessity of surrendering, after having bravely defended his ship for two hours, against such superior forces. The enemy carried their prizes into the Texel, where Captain Pearson was refused permission to wait on Sir Joseph York, our ambassador or even to go on shore, a circumstance which was the prelude to important political consequences.

On their return to England, Captains Pearson and Piercy were received with great distinction. The corporation of Hull presented them with the freedom of their town; and the Royal Exchange Assurance company presented Captain Pearson with a piece of plate value one hundred guineas, and Captain Piercy with another of fifty. His majesty was also pleased to confer upon Captain Pearson the honour of knighthood, and he was some time after promoted to be lieutenant-governor of Greenwich Hospital.

Immediately on the arrival of our captured ships in the Texel, Sir Joseph York, presented a spirited memorial to their High Mightinesses, in which he requested that the Serapis and Countess of Scarborough, should be delivered up. This demand was founded upon the treaties subsisting between Great Britain and the United Provinces; but at this time the Dutch republic was beset by the intrigues of the French, and by the clamours of its own subjects, to take a decisive part against the maritime power of Great Britain, and therefore their answer was evasive, and concluded by saying that they did not feel authorized to comply with the memorial. But this refusal cannot at this time be matter of wonder, since it is now obvious that the government of the United Provinces of Holland was privy to the treaty clandestinely negociated between a part of its subjects, and the Congress of the revolted colonies in North America; and that it had also opened itself to the intrigues of the agents of France, having furnished that power, under the sanction of its neutrality, with the naval stores which enabled her so rapidly to equip her fleets.

The action between Captain Pearson and Paul Jones, was soon followed by another, which no less attracted the public interest and admiration. The Quebec frigate, of thirty-two guns, Captain Farmer, in company with the Rambler cutter, Lieutenant George, being about fifteen leagues to the south-west of Ushant, discovered at day-break, on the 6th of October, a large French frigate and a cutter. At ten o'clock the frigates closed alongside of each other, and began a fierce engagement, which lasted for three hours and a half, when both were totally dismasted and on board of each other. Unfortunately by firing through her sails which were lying over her side, the Quebec took fire, and the flames soon spread over every part of the ship, notwithstanding the utmost efforts that were made to extinguish them. In this distressing state she continued to burn with unremitting fury until six in the evening, when she blew up with her colours flying: her brave commander, with most of his officers and crew perished. Captain Farmer who had previously been severely wounded, was repeatedly and earnestly solicited to quit his ship; but he remained for a long time determined to share the fate of his gallant companions. At length, however, in compliance with the entreaties of those about him, he threw himself into the sea; but being extremely weak from the loss of blood, he soon perished.

The Rambler was closely engaged with the French cutter, till nearly two o'clock, when the enemy crowded all sails and bore away; but the Rambler having sustained great damage was not in condition to pursue him; but at this moment, she perceived the disabled state of the two frigates, and that the Quebec was on fire, and every exertion was made to hasten to her relief; but being considerably to leeward, with little wind, and a great swell, she was unable to render any other assistance than by sending her boats, which saved two young midshipmen, one master's mate, and fourteen seamen. A Russian vessel fortunately passing the wreck, saved thirteen more of the crew. Nor was the humanity of a brave and generous enemy less distinguished upon the occasion. *While in the* act of towing their own ship out of the reach of the flames, they saved the lives of the first lieutenant, the second lieutenant of marines, the surgeon, and thirty-six of the crew; who, after experiencing the most humane treatment from the French, were sent back from Brest, to Portsmouth, on the 28th of October.

As a mark of the sense the nation entertained of the gallant conduct of Captain Farmer, his son was created a baronet, and a pension was settled upon his widow.

Our privateers were remarkably fortunate in the captures which they made during this year: They took three Spanish register ships, one of which was the richest prize that had been made since the Manilla ship, by Lord Anson. And in one instance, such was the intrepidity and heroism of the crew of a Liverpool privateer, that to omit the record of it would be to leave untold an exploit as characteristic of the bravery of British seamen as any as we have had the pleasure to transcribe:

"The Dragon privateer, of Liverpool, being in latitude 47, longitude 20, took, on the 16th of February, La Modeste, of five hundred tons, from St. Domingo, a French letter of marque, pierced for twenty-four guns, mounted with ten six pounders and forty men. When she struck, the sea ran so high, it was impracticable to board her, upon which she was ordered to steer toward Ireland, and carry a light; the Dragon keeping close on her quarter, drove her along in this manner until the 19th, when the weather becoming more moderate, an attempt was made to man the prize, in which all the nging to each ship were stove. The impatience of the :rew was now roused up to the utmost pitch, and regard- danger, five seamen stripped themselves naked, leaped into am to the prize, and took possession.

master could not swim, but went alongside on a raft, and, five brave British tars, carried the Modeste into Scotland, y with the Dragon. The French were so astonished at illeled instance of courage, that they declared none but 1 would so much as have thought of, and much less have n, it.

the close of the month of December, Commodore Field- a squadron under his command, put to sea in order to Dutch convoy which was expected to pass down the ound to Brest with naval stores. The commodore fell in leet, under the convoy of Admiral Count Byland, with a of five ships and frigates of war. Captain Fielding de- ission to visit the merchant ships, which was refused; and ng his boats to visit them, they were fired at. Immedi- ed a shot a-head of the Dutch admiral, who returned a Captain Fielding did the like, and then the Dutch in- ick their colours. Such of the merchants' ships as had s on board were detained; and the Dutch admiral was ie was at liberty to hoist his colours, and to prosecute

the appearance of things was by no means favourable this he menaced invasion had occasioned a great exertion, and ite very much unprepared, England became at length armed. The progressive growth of the enemy's e and their professional knowledge and ability, had n our sailors; and the people were unanimously resolved iight have the management of affairs, to defend their gainst the ambition of the Bourbons. Large sums of e subscribed in all the trading towns of the kingdom, for e of effectually manning the navy, and for raising inde- mpanies, or corps. Among the foremost to display their was the East India company, who not only offered a the raising of six thousand seamen, but built at their ise, for government, three fine seventy-four gun ships, named the Ganges, Carnatic, and Bombay Castle.

lediterranean, the British squadron, consisting of seven ships of the line, under the command of Vice-admiral Duff, had no opportunity of effecting any thing of importance. The only official mention of its operations is in the London Gazette, of August 31st, which states, that Admiral Duff, having received intelligence, about the end of July, that five xebecks, with a number of Spanish vessels under their convoy, lay in the road of Malaga, ordered the Panther and Enterprize, the only ships then at Gibraltar, to slip their cables, and go in pursuit of the xebecks, two of which were endeavouring to rescue one of their convoy that had been taken by two privateer cutters. But, the moment the xebecks discovered the ships to be in motion, they hauled the wind, and, with a few of their convoy, escaped to Ceuta; and the other three, with some armed vessels, made off to the eastward, leaving their convoy effectually dispersed, four of which were taken by the cutters already mentioned, and one destroyed and two more taken by his majesty's ships. These, with eight others before taken, were all laden with commodities useful for the garrison of Gibraltar.

In the East Indies the small British naval force commanded by Sir Edward Vernon, which had engaged the French squadron, under M. de Tronjolly, and had rendered such signal service in the reduction of Pondicherry last year, was joined by a more powerful squadron under the command of Sir Edward Hughes; but effected nothing during the whole of the year 1799.

In North America our squadrons uniformly acted in co-operation with our armies, and their exertions contributed materially to the progress of our arms. Early in the month of January, the town of Savannah capitulated, and the whole province of Georgia was reduced to obedience by the successful operations of an expedition under the orders of Commodore Hyde Parker and Colonel Campbell. The squadron employed in the reduction of this province consisted of the Phœnix of 44 guns, Captain Hyde Parker, commander; Vigilant of 20 guns, H. C. Christain; the Greenwich sloop of 10 guns, Lieutenant Walbeoff; the Keppel brig of 12 guns, Lieutenant Witworth; and the Comet galley.

The loss sustained by the navy during the attack, though sixteen sail of vessels of different descriptions were taken or destroyed, amounted to only one killed and five wounded.

On the 5th of May, Sir George Collier sailed from New York with a squadron of ships of war, and several transports, having on board a body of troops, under the command of Major General Matthew, for the Chesapeak, and to make a descent on the coast of Virginia. Having proceeded with a fair wind, the squadron, on the fourth day, made the capes of Virginia, and having entered Hampton road, Sir George shifted his broad pendant to the Rainbow, and proceeded with the fleet up Elizabeth river. On the following day the enemy retreated, and our troops who had been previously landed, took possession of the town and fort of Portsmouth, and also of Norfolk, without the least opposition. Several ships and vessels also fell into our hands; some were burned by the enemy themselves, among which were two large French ships, laden with one thousand hogsheads of tobacco. Apprehending that many more of the enemies vessels had proceeded up the river, Sir George Collier despatched the Cornwallis galley, two gun boats, four flat boats, manned and armed, together with four privateers, under the command of Lieutenant Bradley, assisted by Lieutenants Hitchcock and Johnson, in pursuit of them. This enterprize proved very successful, our people having taken and burnt a great number of the enemy's vessels, many of which were on the stocks ready for launching? without the loss of a single man, and only two wounded.

In the mean-time, some small ships, under the direction of Captain Creyke, of the Otter, were ordered up the main branch of the Chesapeak, and their movements were so judiciously conducted, that they destroyed and captured many of the enemy's vessels.

The Raisonable, remained stationed before the town of Hampton with some armed tenders, blocking up that port and the navigation of James river.

Thus within a fortnight from the arrival of our fleet and army upon the coast, the Americans suffered a most prodigious loss. Several thousand barrels of pork, with other provisions in proportion, and a great quantity of stores were destroyed at Suffolk and at Shepherd's. In other places these articles was brought off. Above one hundred and thirty ships and vessels of all sorts were destroyed or taken, and every thing relative to the building or fitting of ships, that was not conveniently portable was destroyed; and having first demolished fort Nelson, and set fire to the store-houses, and all the other buildings in the dock-yards at Gosport, the fleet and army, with their prizes and booty, arrived safely at New York on the 29th of May, after a most favourable passage of little more than three days.

The squadron had no sooner returned than it was employed on a very important operation up the North river, in concert with a detachment of troops, under the command of Major General Vaughan.

The object of this expedition was to obtain possession of the two important posts of Verplanks Neck, and Stoney Point, posts which were on nearly opposite points of land, and were of the utmost importance for keeping the communication open between the eastern and western colonies, the great pass called Kingsferry, lying directly between them. The expedition sailed on the 30th of May, and was crowned with immediate and complete success. The squadron consisted of the Raisonable, Camilla, Vulture sloops, Cornwallis, Crane, Philadelphia gelleys, and two gunboats. The army having landed in the neighbourhood of fort La Fayette, their attack was supported by Sir George Collier, who advanced the galleys and gun boats within reach of the fort. The cannonade was continued on all sides during the day; and as soon as it was dark, Sir George ordered the Vulture and Cornwallis galley to pass the fort, and anchor above it, in order to prevent the escape of the garrison by water. This had the desired effect, and the enemy surrendered at discretion.

Having accomplished this object, the squadron again returned to New York, and was soon after engaged in another expedition which had for its object the destruction of the numberless small cruizers, whale-boats, and other craft of that nature, which infested the sound, lying between that colony and Long Island, to the very great inconvenience and distress of the city, as well as of the fleet and army.

The squadron anchored off Newhaven on the 5th of July; the transport, having on board a body of two thousand six hundred men, under the command of General Tryon, and Brigadier-general Garth. The Renown, Thames, Otter, and two armed vessels, were sent to block up New London, and the east entrance of the sound; and Sir George proceeded by way of Hellgates, with his majesty's ships, Camillia, Scorpion, Halifax brig, and Hussar galley, together with the transports, and landed the troops in two divisions at the town of Newhaven, which, after an irregular resistance from the Americans, was taken possession of by the British, with a small fort at the entrance of the harbour. After destroying many warehouses, filled with military and naval stores, together with several vessels and whale boats, the troops were re-embarked, and, two days afterwards, landed near Fairfield, though opposed by the militia and some continental troops. The whole town and several whale boats were burnt; and the troops having again re-embarked without molestation, were landed three days after in three divisions, at the town of Norwalk, which was destroyed, together with five large vessels, two privateer brigs on the stocks, twenty whale boats, two saw mills, a considerable salt work, and several warehouses of stores and merchandize. The town of Greenfield suffered the same chastisement, and having thus cleared the Sound for some time from the numerous pirates who infested it, rendered the passage to Rhode island more safe and secure, the fleet returned to New York, on the 13th of July, having lost in this expedition not more than one hundred and fifty men in killed and wounded.

About this time his majesty's armed sloops Diligent and Haerlem, were both taken by the American privateers.

The surprise of Verplanks and Stoney Point, had drawn General Washington from the Jerseys, to the high country above those posts, and on both sides of the North river; and in this position he remained notwithstanding every effort of Sir Henry Clinton, to draw him down into the flat country.

While the hostile armies were thus employed, a body of Americans under General Wayne, surprized and stormed the important post of Stoney Point. Upon this Sir George Collier immediately moved with the frigates and transports, and on their appearance the enemy evacuated the post, having first burnt the works, carried off part of the cannon, and all the mortars. Our troops now strengthened the pass against future attacks.

On the 16th of June, Colonel Macleane with a body of six hundred men, escorted by the Albany, North, and Nautilus sloops, landed and established a strong post on the river Penobscot. Alarmed at this transaction, the Americans equipped an expedition to the Penobscot for the purpose of dislodging our troops, under the command of General Lovell and Commodore Saltenhall. On the 25th of July, the enemy's fleet, of thirty-seven sail, appeared in sight, and, at two in the afternoon, their armed vessels commenced a fire upon our three ships of war and a battery of four twelve pounders, which had been thrown up for the protection of the shipping. Their fire was returned with much warmth, and they were soon compelled to retire. On the night of 25th, 26th, and 27th, the enemy made several attempts to land, but on the morning of the 28th under cover of a heavy cannonade, they effected their purpose. The attack was carried on from the 30th of July, to the 12th of August, with great spirit; and the defence was no less vigorous on the part of the British. On the morning of the 14th, however, a small party having been sent to make a close examination of the enemy's camp, found to their great surprise, that they had abandoned their works, and had embarked all their artillery and men during the night; but while our troops were proceeding, to increase the confusion manifest among the enemy's shipping, a fleet of seven ships appeared in sight, and the mystery of their sudden embarkation at once explained. This was the fleet under the command of Commodore Sir Gorge Collier, who, having received intelligence of the attack at Penobscot, sailed immediately to its relief. At first, the American commodore made a shew of resistance; but, on the approach of the British frigates, his resolution forsook him, and a most ignominious flight followed, which terminated in the capture and destruction of the whole American squadron, amounting to nineteen armed vessels, and twenty-four transports; a force little inferior to the whole Royal Navy of England on, and for some years after, the accension of Queen Elizabeth.

Sir George Collier again returned to New York, and having resigned his command to Vice-admiral Arbuthnot, just arrived from England, he embarked on board the Daphne, Captain Chinnery, which left New York for England, on the 3rd of November.

Admiral Count D'Estaing, having been ordered to quit the West Indies, for the coast of North America, arrived there, in all the pride of a conqueror, and anchored with a strong French fleet, on the 9th of September, off the bay of Tyber, at the mouth of the river Havannah. The unexpected appearance of this fleet on the coasts of South Carolina and Georgia, occasioned some unavoidable losses to the British navy. For the Experiment man-of-war, of fifty guns, commanded by Sir James Wallace, who had so greatly distinguished himself in the attack upon the French squadron in Concale bay, had the misfortune *to fall* in with this fleet; and, although she had been already dismasted in a storm, made a gallant resistance, against an irresistible superiority of force, in view of the whole of the fleet. The Ariel, of twenty guns, Captain Mackenzie, shared the same fate, after a sanguinary and obstinate action.

Immediately on the arrival of D'Estaing's fleet, which consisted of 21 ships of the line and 8 large frigates, the French troops landed, and joined the American forces under General Lincoln; when the Count D'Estaing haughtily summoned the garrison at Savannah to surrender. General Provost commanded the town, and, having but a small force with him, parried the necessity of a final answer, in the hope that he should be joined by the remainder of his troops; his hopes were realized; and Colonel Maitland, and Lieutenant Gaineborough of the navy, arrived with a reinforcement from the island of Port Royal, which gave strength and spirit to the defenders, who determined to defend themselves to the last man. The ardour of the sailors, who had been drawn from the ships to construct and man the batteries, could not be repressed, and they burst into three loud cheers on the firing of the first signal gun, for the recommencement of hostilities.

In order to prevent the approach of the enemy's ships, his majesty's ship the Rose, and the brig Savannah, were sunk on the bay at the entrance of the river. The siege was prosecuted with the greatest vigour by the combined forces of the enemy; whilst the spirit, perseverance, and exertion of the British force on the defensive, were never surpassed by an event of the kind on record. Every man, without distinction, was employed in the hardest labour, and cheerfully bore his part of the toil. The enemy was repulsed in every attack; and though the houses were destroyed, and many women, children, and negroes were sufferers by the bombardment, yet the works amidst all this violent cannonade, daily acquired additional strength, so great was the labour bestowed, and the judgment employed in their erection.

On the 9th of October, the enemy made a general assault on the British lines, with great fury, but were repulsed with the loss of nearly twelve hundred men, of which the French acknowledged forty-four officers, and nearly seven hundred men; and in little more than a week after the failure of this their grand effort, the French and Americans abandoned their camps in the night, and fearing they might be pursued, they broke down all bridges in their rear, and prosecuted their retreat with the greatest celerity. D'Estaing, also finding his fleet out of condition, and as dispirited as the army, having re-embarked the wreck of the French troops, on the first of November, proceeded with the greater part of his fleet to France, sending the remainder to the West Indies. That posterity may form a correct judgment of the skill and valour exhibited by the English force, it is necessary that we should state that the British naval force, which was under the command of Captain John Henry amounted to scarcely more than a third, either in weight of metal or number, of that of the fleet under D'Estaing.

In the West Indies Vice-admiral Byron, having on the 6th of January, joined Rear-admiral Barrington, at Lucia, with nine sail of the line, every attempt was made to draw the Count D'Estaing to an engagement, but though there was little difference between the two fleets, every effort was fruitless. Shortly after this M. de Grosse joined D'Estaing; and soon after the British squadron was augmented by the arrival of Admiral Rowley, with several ships of war; the hostile fleets still therefore remained nearly equal, yet nothing would tempt D'Estaing to hazard a general engagement.

On the 7th of March, Captain Vincent, in the Yarmouth, of sixty-four guns, being on a cruize off the island of Antigua, discovered, and chaced, six sail, and about nine o'clock in the evening, came up with the largest, which upon being hailed, hoisted American colours, and fired a broadside. The engagement continued for about twenty minutes, when, on a sudden, the American blew up, and a great part of the wreck fell on board the Yarmouth, which cut her rigging and sails to pieces, killed five men, and wounded twelve others. On the 12th, Captain Vincent being in chace, saw a large piece of a wreck with four men on it, upon which he gave up the chace, and bore down to pick them up. They were part of the unfortunate crew of the ship which had blown up; from whom Captain Vincent learned, that the ship was the Randolph privateer of thirty-six guns, and three hundred and five men,

About this time, the middle of June, the judgment of D'Estaing in avoiding a general action became evident, and was amply rewarded: a very considerable and valuable fleet of merchant-men, having assembled at St. Christopher's, from the different West India islands, bound to England, Admiral Byron was induced to convoy them with his whole squadron a considerable part of their way; and aware that the French commander would have had it in option to pursue the convoy, and if he failed of overtaking it, he could scarcely fail to intercept the squadron on its return, which had been sent for its protection.

The first consequence of the departure of the fleet was the loss of the island of St. Vincent, which was followed by a still greater loss, the capture of the island of Grenada. D'Estaing, having been reinforced by M. de la Motte, with a supply of troops, and of naval and military stores, during the absence of Admiral Byron.

Admiral Byron returned to St. Lucia, on the 1st of July, (his fleet being weakened by the convoy which he had sent with the trade to England) and receiving intelligence of the fate of St. Vincent, he resolved, in concert with General Grant to proceed, without delay, with the land and naval forces, for its recovery; but on their passage, they received intelligence that D'Estaing had attacked Grenada; and ron, came up within gun-shot of him; and from weathering considerably on each tack, produced a heavy cannonade as they approached and passed each other. Of the intrepid conduct of the brave Captain Griffith of the Conqueror, Admiral Parker thus writes to the Admiralty:—"The steadiness and coolness, with which, on every tack, the Conqueror received the fire of those three ships, and returned his own, working his ship with as much exactness, as if he had been turning into Spithead; and, on every board, gaining considerably on the enemy, gave me infinite pleasure; towards sun-set, the Albion had got well up to second the Conqueror, and the other ships were in action. The ships having got within the shoals, and within reach of the enemy's batteries, I called them off by the night signal, when it was, with inexpressible concern, I then heard that Captain Griffith was killed by the last broadside. The service canont lose a better man or better officer."

Exclusive of Captain Griffith, the Conqueror had three men killed, and eleven wounded. The convoy had sailed from Marseilles, and was laden chiefly with provision and merchandise. The loss of the enemy was about eighteen sail, ten of which as we have before stated were run on shore and burnt.

Rear-admiral Parker returned with his prizes to St. Lucia, and on the 20th received intelligence that three large ships had been seen from the Morne, steering to the northward: immediately, Rear-admiral Rowley, in the Suffolk, with the Magnificent, Vengeance, and Stirling Castle, were detached in quest of them; and, on the 21st, had the good fortune, after a chace of several hours, to intercept and capture them all. They proved to be La Fortune, of forty-two guns, and two hundred and forty-seven men; La Blanche, of thirty-six guns, and two hundred and twelve men; and the Ellis, of twenty-eight guns, and sixty-eight men. These vessels were all added to the British navy.

On the Jamaica station, the squadron consisted of eleven ships of war, and was under the command of Vice-admiral Sir Peter Parker.

On the 2d of June, the Æolus, Ruby, and Jamacia sloop, fell in with La Prudente, a remarkably fine French frigate, of thirty-six guns, and three hundred and fourteen men, off the island of Gonave, in the bite of Leogane. About one o'clock in the morning, and between seven and eight o'clock she struck; the Ruby having some time before got a breeze of wind, which carried her within point-blank shot of the enemy. On board the Ruby, one seaman, and the Captain, Everitt, were killed by random shots. Of this gallant officer, Sir Peter Parker says "the king has lost a humane and good officer, whose zeal and abilities to serve his country, placed him high in the esteem of his brother officers."

About the same time, a small squadron, consisting of the Charon, of forty-four guns, Commodore the honourable John Luttrell; the Lowestoffe, of twenty-eight, Captain Charles Parker: the Pomona, of twenty-eight, Captain Charles E. Nugent; and the Race-horse schooner, of ten guns, Lieutenant Trott, were dispatched by Sir Peter Parker to the bay of Honduras, in order to intercept some Spanish register ships; which, however, escaped into the harbour, and under the protection of the strong fortress of St. Fernando de Omoa, where they were too well secured for any attack by sea, from so small a squadron.

Commodore Luttrell, however, had the good fortune to meet with the Porcupine sloop of war, having on board Captain Dalrymple and a detachment under convoy, (on their return, from having expelled some Spaniards who had attacked and actually landed at St. Georges key, where they had plundered and treated the inhabitants with great cruelty); it was now, therefore, agreed by the commanders to unite their forces, in an attack by sea and land upon Omoa; this was a desperate attempt with their small force, but the success of it would ensure the conquest of the register ships, which still remained under the protection of the fort; a regular siege was impracticable, from the want of a train of heavy artillery, and a sufficient number of men, the whole land force not exceeding five hundred men as well as from the intense heat and insalubrity of the climate, it was resolved to attempt the place by escalade; and after having surmounted obstacles which would have appalled any but British soldiers and seamen, Captain Dalrymple arrived within sight of the fort, on the 17th of October. On the 20th, at three in the morning, every disposition for the assault by sea and land having been made, Captain Dalrymple, at the head of one hundred and fifty men, carrying the scaling ladders, moved down a neighbouring hill, where he remained waiting the signal from the Charon, to denote she had got under weigh, and would attack in twenty minutes.

A little after four, the signal was made, and our brave handful of men advanced under the fire of our own batteries to the attack. The Pomona and the rest of the fleet also attracted the notice of the Spaniards by a well directed and terrible fire. The troops advanced in profound silence, arms trailed; and, in order to animate them, their parole was *Bayonnette*, and the counter-sign, *Britons strike home*. In this order, the heroic little band advanced undiscovered by the Spanish sentries, to the entrance of the ditch, where they were perceived by the enemy, whose drum beat to the alarm posts. Our troops were staggered for a moment; but, instantly recovering themselves, they applied their ladders to the wall, immediately under a battery of five guns. The first ladder was demolished by the flank guns of another bastion, and a midshipman was killed and five men badly wounded: the other ladders were damaged, but not broken. Two seamen got up first by one ladder, levelled their muskets at a body of above sixty Spaniards, drawn up, but retained their fire in perfect obedience to their orders until others had ascended; and such was the panic of the enemy, that these two seamen actually kept them in awe and motionless, while their comrades were mounting the ladders; indeed such was the consternation of the enemy, that it seemed as if they had lost the use of their arms. Our seamen scrambling up the ladders, "down off the parapets they went," and, being reinforced by marines and seamen, the Spaniards fled and the governor and principal officers then came forward and delivered up to Captain Dalrymple their swords, the garrison, and register ships, with the keys of the fort, and asked for their lives.

The prisoners amounted to three hundred and fifty-five, besides officers and inhabitants. The treasure was estimated at about three millions of piastres, or pieces of eight. But no part of the Spanish loss was so severely felt as that of two hundred and fifty quintals of quicksilver, an article so essential to the separation of their gold and silver ores from other bodies, that the value of their mines depended upon its constant supply, and they therefore, offered to ransom it at almost any price. The conquerors, however, nobly preferred the public good to their own private emolument, and refused to part with a single ounce, though the article was of no great value to themselves. Upon the same principle, they also refused to ransom the fort.

In the storming of Fort Omoa, probably as splendid an instance of heroism, generosity, and magnanimity was displayed, as the records of the history of this or any other country can boast.

A common sailor had singly scrambled over the wall, during the stroming of the fort, with a cutlass, in each hand. Thus equipped, he met a Spanish officer without arms, who was just roused from sleep. When the British tar, magnanimously presented one of the cutlasses to the Spanish officer, telling him, "I scorn to take advantage; you are now on a footing with me." The astonishment of the officer at such a surprising act of generosity, and at the facility with which a friendly parley took place, when he expected nothing less, from the hostile appearance of his foe, than that of being cut into pieces, could only be rivalled by the admiration which his relating the story excited in his countrymen.

Upon this circumstance being mentioned to Sir Peter Parker, he appointed this intrepid fellow to be boatswain of a sloop-of-war. It is with feelings of extreme pain that we detail the ignominious end of this noble sailor, who but a few years afterwards was tried by a court-martial for having struck the lieutenant of the Ferret sloop-of-war, condemned to death, and executed.

1780.—On the 9th of January, the squadron under Sir J. B. Rodney, gave chace to a Spanish convoy of sixteen ships, from St. Sebastian, under the protection of seven ships and vessels of war, belonging to the Royal Company of Caraccas, which in a few hours were all captured. Part of the convoy was loaded with naval stores, the rest with bale goods, belonging to the Royal Company. One of the Spanish ships of war, of sixty-four guns, which had only been launched about six months, the admiral commissioned, officered and manned, naming her the Prince William, and under this vessel with the America, and Pearl, I have thought fit to dispatch the prizes for England. The admiral pursued his course for Gibraltar: having learnt that a Spanish squadron of fourteen sail of the line, under Don Juan Langaie, were cruizing off Cape St. Vincent, Admiral Rodney, on his approach to the said cape, gave orders to the captains to prepare for battle; and on the 16th of January, at one P. M. the signal was made for seeing a fleet in the S. E. quarter. The admiral then made the signal for the line of battle abreast, and bore down upon them; but the enemy endeavouring to form a line on starboard tack, and the day being far advanced, he changed his signal to that for a general chace, to engage as the ships came up, and to take the lee-gage, to prevent the enemy's retreat into their own ports. At four P. M. perceiving the headmost ships were near the enemy, he made the general signal to engage and close; and in a few minutes the four headmost ships began the action, which was returned with great briskness by the enemy. At about 40 minutes past four one of the enemy's ships blew up with a dreadful

sion, when every person on board perished. At about six, one
e Spanish ships struck: but the action and pursuit continued
a constant fire till two o'clock on the morning of the 17th, at
h time the headmost of all the enemy's ships having struck to
andwich, after receiving our broadside. All firing having now
d, the admiral made the signal and brought too. Of the fourteen
f the enemy, six only escaped, five were taken, and of the others
were once blown up, and two run ashore and lost.—The loss
e British in this gallant affair, was thirty-two killed, and one
red and two wounded. Admiral Rodney writes as follows to
Sandwich on this occasion, dated Gibraltar Bay, 1780:—" The
panish men-of-war are as fine ships as ever swam; they are now
letely refitted, manned, and put in the line of battle, and I will
er for them, will do their duty as English men-of-war, should the
y give them an opportunity."

n after this Sir George Rodney proceeded to the West Indies,
the Sandwich, his own ship, of 90 guns, the Montague, Ajax,
Terrible, of 74 guns each, and the Pegasus of 28; having left at
ltar, under Rear-admiral Digby, the remainder of the fleet together
ith the Spanish prizes.

the 23d of February, Rear-admiral Digby, fell in with a French
y, consisting of two 64 gun-ships, two large store-ships armé in
lute, a frigate, and about 13 sail bound for Mauritius; they were
ch on their guard, that when they were scarcely discernible
the tack, they made all sail from the admiral, who immediately
signal for a general chace, when the Resolution had the good
to come up with the o thèe of 64 guns, and 700 men, and took
ithout losing a man. This vessel and the Ajax had money on
amounting to one hundred and twenty thousand pounds. The
borough took a snow with warlike stores; and the Apollo, who
company in chace on the morning the convoy was discovered,
another; and three other vessels which shortly after joined the
ral, brought in another small prize of the same convoy. The rest
away in the early part of the evening, and were not seen again.

America the fleet under Admiral Arbuthnot, was frozen up in
ort of New York about the middle of December, but a communi-
was kept up with the city, and even the heaviest cannon,
ransported by means of the ice, across a distance of 2000 yards,
detachment of cavalry, were mached from New York, to Staten
l, eleven miles, the seamen also to the number of 350, were

divided into companies, and a redoubt was assigned to them, called the Royal Navy Redoubt; in which they regularly mounted guard. These precautions were effective in preventing the meditated attack of the Americans, and a complete thaw in February, removed all apprehensions for the fate of this hitherto loyal town.

On the 17th of April, an action took place between the fleet, under the command of Admiral Sir George Rodney, and the French commander Monsieur de Guichen in the West Indies. The latter was much superior in force, but after a vain attempt to avoid fighting, they were engaged by Admiral Rodney in the most gallant style, for upwards of three hours, and at length compelled to seek for safety in flight, and owing to the injury sustained in the rigging, &c., of the English ships succeeded in getting clear off. On the 20th of the same month, Admiral Rodney again got sight of them, but all his attempts to bring them to a second action were useless, and after chacing them for three days, they took shelter at Guadaloupe.

The gallantry of the officers, and crew of the Sandwich, the admiral's own ship, commanded by Captain Young was particularly conspicuous. This vessel was engaged with three Frenchmen, the Couronne, Morde Guichen, the Triumphant, and Fencant for an hour, and a half, and compelled them all to sheer off. She also broke the French line of battle, and beat three other vessels completely out of it, though she was left in such a crippled condition, that it was with difficulty she was kept above water, for the following twenty-four hours. Our loss on this occasion, amounted to 120 killed and 353 wounded, among whom unfortunately were several brave officers. *In May*, Admiral Rodney again fell in with M. de Guichen, and his *fleet* between the islands of Martinico, and St. Lucia. The enemy's force at this time consisted of twenty-three sail of the line, seven frigates, two sloops, a cutter, and a lugger; and that of Sir George Rodney of nineteen sail of the line, two fifty gun ships, and five frigates, but though, thus superior, the French still endeavoured to avoid an action. For several days the two fleets continued in sight of each other, the Frenchmen having the wind in their favour, but a change at length taking place, Admiral Rodney was enabled to get near them, when they immediately crowded all their sails to get away.

A running fight, however, was began by the van of Admiral Rodney's fleet, led on by the Albion, Captain Bouyer, and the Conqueror Rear-admiral Rowley, who did considerable damage to the enemy's rear.

This was on the 10th of May, and the English fleet continued in pursuit until the 19th, when a partial engagement again took place, though without producing any decisive effect. The French squadron then stood to the northward, with all the sail they could crowd, and on the 21st were completely out of sight. In these two actions we lost fifty-eight killed, and two hundred and ninety three wounded, but the loss of the enemy was much more considerable.

About the same period a very gallant action took place between Captain Cornwallis with three men-of-war, the Lion of 64, the Bristol of 50, and Janus of 44 guns, and M. de la Mothe Piquet having under his command four sail of the line of seventy-four guns each, and a frigate. The English ships fell in with the enemy off Monte Christi, and notwithstanding the superiority of their strength they endeavoured to sheer off. The Janus, however, soon came up with the French commodore, and after a running fight of several hours compelled him to sheer off with the loss of his top-mast, and mizen-mast.

The Lion and Bristol likewise kept up a well directed fire, which only ceased at the approach of night. The following day was employed by both squadrons in repairing damages, but they still kept in sight of each other with the apparent intention of renewing the action. On the following morning, however, the French soon after hauled their wind, and after five hours chace, the English were compelled to relinquish the idea of bringing them to action again.

The loss on this occasion was on our side comparatively trifling, being only twelve men killed and wounded in the three ships.

The success of Sir George Rodney in the West Indies was uniform. 1781.—On the 3d of February, the Dutch island of St. Eustatia surrendered to the fleet under his command, together with upwards of one hundred and fifty sail of merchantmen, and five ships of war, and a Dutch convoy of thirty vessels, having sailed a few hours before, Sir George arrived under the convoy of a sixty gun-ship, the admiral despatched Captain Reynolds with the Monarch, Panther, and Sybil, in pursuit of them, who soon overtook, and captured the whole, the Dutch admiral being killed in the action.

The surrender of St. Eustatia, was followed by that of the important colonies of Demerar, Esseguibo, St. Martin's, Saba, and St. Bartholomew islands, all of whom accepted the terms proposed by Sir George Rodney, and were taken possession of without bloodshed.

In reward for these, and his numerous other services, the king was pleased to settle on Sir George Bridges Rodney, the sum of two thousand pounds per annum, one thousand on his son, Captain Rodney, five hundred on her ladyship, and one hundred on each of their children.

Sir George, soon after sailed, in order to join Sir Samuel Hood, who had recently met with, and had a partial engagement, with the French fleet, but although the latter were still greatly superior in force to the English, they declined coming to action; and after keeping in sight for several days, took shelter in Carland Bay, Tabago, which islandhad recently surrendered to them.

The war with America was, during this period, carried on with great vigour, on both sides.

The English fleet appointed to that station, was commanded by Vice-Admiral Arbuthnot, who on the 15th of January, had the misfortune, to lose the Culloden, of seventy-four guns, which foundered in a tremendous gale of wind, the Bedford being at the same time dismasted, and the America driven out to sea. The enemy took advantage of this circumstance to embark on board their fleet about two thousand troops, commanded by Count Rochambeau, which were destinded to act against Lord Cornwallis' army in Carolina.

The squadron accordingly put to sea with a strong easterly gale, but were soon discovered, and pursued by the remaining ships, of Admiral Arbuthnot's squadron, who came in sight about fourteen leagues from Cape Neury, and immediately prepared to attack them. The Robuste led the fleet, and was soon warmly engaged with the enemy, and all the ships in the van and centre of the line were in the action in less than half an hour after the first gun was fired. In a very short time the French line was broken, and they sheered off, and a thick haze soon after coming on, was entirely lost to the view of the English. Admiral Arbuthnot, however, detached frigates in pursuit of them, and having repaired the damages sustained in the action, he again put to sea in hopes of falling in with, and bringing them to a second action; and although this was not effected, the plans of the Americans were totally broken up, and the greatest service done to the royalist cause, by the Admiral's skill and gallantry.

The co-operation of the navy indeed was of the most material consequence to the king's forces, which still continued to entertain the hope of eventually subduing the colonies to their former subjection to England.

In August, Vice-Admiral Arbuthnot returned to England, and rear-admiral Graves was appointed commander-in-chief of his majesty's fleet in North America. On the 28th of August, he was joined by Sir Samuel Hood, with fourteen sail of the line, and four frigates, from the West Indies; and on the 31st, the combined fleets sailed together, in search of a French squadron, of which they had received intelligence.

On the morning, of the 5th of September, they discovered a large fleet at anchor, in the bay of Chesapeake, which immediately it descried them, weighed anchor and stood out to sea.

The English fleet consisted of nineteen sail of the line, that of the French of twenty four sail. The action commenced about four o'clock and continued until after sunset, when it ceased on both sides, and the following day was spent in sight of each other, repairing the damages they had mutually sustained.

Our fleet, however, had received such material injury, that the admiral (taking into account the French possessing five sail of the line more than us) thought it not advisable to hazard a second action. The fleets continued five days in sight of each other, and at times were very near, but the French did not appear inclined to renew the action, although they had evidently the advantage in strength.

On the 8th, a heavy gale coming on, the Terrible-one, of Admiral Graves's fleet, which had suffered very severely in the late action made the signal of distress, and two frigates being sent to her relief, it was found that it was impossible to save her. She was, therefore, evacuated and the wreck set on fire.

The French fleet soon after anchored in the bay of Chesapeake, and the English bore up for New York, in order to avoid the equinoctial gales, and repair the damages they had sustained.

The loss of the enemy on this occasion was supposed to be considerable. On our side it amounted to ninety killed and two hundred and forty six wounded.

On the 5th of February, Commodore Johnston received orders to put to sea on a cruize to the Bay of Biscay. On the 16th of April, being in Port Praya Road, in the island of St. Jago, with the Hero of seventy-four guns, the Monmouth of sixty-four, the Romney, Isis, and Jupiter of fifty-guns each, one cutter, a bomb vessel, and fire ship, together with several East-Indiamen, transports and victuallers, a fleet of eleven sail was discovered towards the N. E. about nine o'clock in the morning; the commodore issued orders for the ships to be got in readiness. The French commodore, now within two cables length of the Monmouth, Jupiter, and Hero, hoisted his broad pendant, and displayed the French colours; he then hauled up his courses, and fired two shots at the Isis, from his larboard-bow as he luffed us; when his majesty's ships opened an effective and powerful fire upon the enemy, part of whom ran among the merchant ships fireing at all, but with comparatively little effect. Some of the East Indiamen returning the fire, while others prudently put to sea.

Commodore Johnston finding his ship, the Romney, could have but little share in the action, went on board the Hero, from which a tremendous fire was kept up against the French commodore, who, soon found his place too hot to hold, and therefore cut his cable, and ran through the merchant vessels. The whole squadron had now sheered off, except one, which was a complete wreck; and the English fleet prepared instantly to follow them, but after a chase of some hours, night coming on they were compelled to relinquish the hope of renewing the action, as the Commodore was under the necessity of returning to his convoy.

The loss on our side amounted to only ten killed, and thirty-six wounded.

The commencement of the year 1782 was distinguished by a total change of ministers, and the introduction of measures of a pacific nature towards the colonies of North America.

Of the naval transactions, the most prominent are those connected with the siege of Gibraltar, which was besieged by the Duke de Orvillers, at the head of forty thousand troops by land, and the combined fleets of France and Spain amounting to forty-eight sail of the line, besides floating batteries, frigates, gun boats, and ten battering ships of a new and most formidable construction, which carried one hundred and fifty-four pieces of heavy cannon, and between six and seven thousand men to work them. The whole number of heavy ordnance brought into action, amounted to twelve hundred pieces, and the quantity of gunpowder exceeded eighty-three thousand barrels.

Every thing was prepared for the storm on such an overwhelming scale, that it was not supposed possible the garrison could hold out more than twenty-four hours after the attack should take place.

The enemy were so confident of victory, that about the middle of

August, the Count d'Artois, the French king's brother, and the Duke de Bourbon; his cousin, arrived at the camp, in order to witness the grandeur of the scene, and enjoy the trimuph of the combined arms of France and Spain.

Our brave General Elliot, however, far from being daunted by these formidable appearances, was not behind-hand in making every possible preparation for the defence of the place, and determined to have the honour of commenceing the contest. On the 8th of September, therefore, he opened a powerful and well directed fire against the en emy, by which in a few hours two of their batteries were set on fire and totally destroyed. The first advantage being decidedly on the side of the English, must undoubtedly have been a source of great mortification to the enemy, who now hastened on their preparations for their grand, and as they supposed final attack. At break of day, on the 9th, they commenced firing from a battery of sixty-four heavy cannon; and during this, and the succeeding days their fire continued at the rate of six thousand five hundred cannon shot, and one thousand and eighty shells, in every twenty-four hours; independent of the attacks of their ships at Europa Point, which was most gallantly defended by Brigadier Curtis, and the marines under his command. The gun and mortar boats also added their powers to the assault, continuing to pour in their fire upon the fortress without intermission, night and day. The principal attack by sea, however, was reserved for the thirteenth of September, when the ten battering ships of the enemy took their stations about nine-hundred yards from the works, and immediately commenced a heavy cannonade, which was seconded and supported by the whole of the cannon and mortars in the lines.

This tremendous attack was returned by the garrison with an incessant shower of red-hot balls, bombs, and carcasses; and the allied forces soon discovered that although General Elliot had made no vaunting display of his resources, yet they were completely equal to the purposes, not only of defence but destruction to his adversaries.

The number of red-hot balls which the battering ships alone received was estimated in the enemy's own accounts at no less than four thousand, and the whole extent of the peninsula is represented to have appeared at one time overwhelmed in a hissing torrent of fire. It is impossible for words to convey even a faint idea of the scene, but the following extract from a letter from one of the French officers will show how unexampled must have been the misery which could draw forth such language from one to whom the sight of the dead and dying must have been familiar, and who could not, therefore, be supposed to feel very sensitivly the evils of war. "The eye," says the writer, "is fatigued, and the heart rent with the groans of the dying and the wounded. The number makes one shudder with horror, and I am told in other parts of the lines, not in view of my post, they are still greater." This letter was dated the 8th of September, when the attack was but just commenced, what, therefore, must have been the accumulation of horrors on the memorable 13th, when the whole tremendous force on both sides was brought into action.

For a long time but little effect could be perceived from the red hot balls, which were poured without intermission upon the enemy's battering ships, but at length smoke was seen issuing from the admiral's deck, and the men were observed pouring water into the holes made by the red hot balls. About one o'clock in the following morning, that ship and another were visibly on fire, and Brigadier Curtis taking advantage of the confusion, and alarm, began his attack upon their flank, and soon brought his gun-boats into such a situation, as to rake the whole line of battering ships.

At day-light the scene was terrific, and the whole attention of our brave countrymen was at once directed to save the lives of the unhappy beings whom they no longer considered as their enemies. The firing entirely ceased, but the explosions from the burning vessels darkened the air, while hundreds of the wretched Spaniards were seen in the midst of others, floating on pieces of timber, amidst the burning wrecks, and liable every instant to be washed off, or to be destroyed by the shot, which were still firing from the garrison. In the midst of this dreadful situation, the characteristic humanity and bravery of British seamen was most conspicuously displayed.

Brigadier Curtis and his marines were exclusively employed, at the most imminent danger to their own lives, in rescuing their fallen foe, and at one moment the most dreadful apprehensions existed in the garrison that the brigadier had fallen a sacrifice to his exalted humanity. The boat in which he was personally engaged, after dragging out from the holds of the burning ships, an officer and seventy-nine men, most dreadfully scorched, returned again to the hazardous charge, and was close to one of the largest battering ships, when she exploded, and for a short period, all around was involved in awful darkness. The smoke, however, was dispelled, and the pinnace, with the brave Curtis, was again beheld in safety, but the escape was almost miraculous. A large piece of timber had struck the boat, and made a hole in her bottom, which would have instantly sunk her, had not the seamen succeeded in stopping the leak, by stuffing their jackets into the hole.

Nearly four hundred of the enemy were saved from destruction by the exertions of Brigadier Curtis, and those under his command, on this memorable day, while the loss in the battering vessels alone amounted to upwards of one thousand five hundred.

Of the improvable nature of the fortress, and the judicious means adopted by General Elliot it was a sufficient proof that the works were scarcely damaged, and our loss so comparatively trifling, that in nine weeks only sixty-five were killed, and three hundred and eighty wounded.

The allied forces finding it in vain to attempt to subdue Gibraltar, by force now turned their attention to the means of cutting off all supplies, and thus starving the garrison into a surrender.

In pursuance of this plan, the combined fleets of France and Spain, took their stations in the Bay of Gibraltar, in order to prevent the approach of Lord Howe, who was expected with a numerous convoy, laden with provisions, and all sorts of stores. A violent storm which came on the 16th of October, drove the enemy's fleet all from their mooring, and the St. Michael of seventy-four guns, being driven underthe works of Gibraltar, was captured with her crew of six hundred and fifty-men by the garrison. Two of their line of battle-ships, also were driven out of the Straits, and three others disabled.

On the following morning, Lord Howe's fleet came in sight; the Latona frigate entered the bay, but by the carelessness of the masters of the transports, only four out of thirty-one reached their destined anchorage, the rest being driven into the Mediterranean, and Lord Howe, highly provoked, was compelled to enter that sea to bring back the convoy. The enemy took advantage of this to recover two of their vessels which had been drove by the storm from Algesiras out of the Straits; they also entertained hopes of taking some of the store-ships. The Latona, however, having apprized the admiral, of the movements of the enemy's combined fleet, he immediately made signal for his ships to collect around him. On the evening of the 13th, about six leagues off, a fleet of sixty-four sail was discerned, apparently bearing down upon them: but they afterwards hauled thei wind, and stood off. Lord Howe had disposed of his fleet in thre lines, and had sent his convoy under the Buffalo man-of-war, whe it might safely wait the issue of the battle; but as the enemy did n seem inclined for battle, the Buffalo, with her charge returned to th admiral, and was ordered to steer for the bay; and on the 18th, Lor Howe succeeded in landing two regiments and in sending in a larg supply of gunpowder, from the fleet. On the 19th, while in th mouth of the Straits, between Europa Point, and Ceuta, the enemy was again seen in the north-east quarter; but as a battle in the gut appeared no ways prudent, the English Commander got clear of the Straits into the Atlantic, the enemy following at a few leagues distance, with all despatch, and immediately formed in order of battle; but the enemy, notwithstanding the distance, as well as the time of action, lay in their power, contented themselves towards the evening with the van and rear of the English fleet, which did little, or no damage; the Victory (the admiral's ship), not firing a single shot and the others only firing occasionally. Three ships of the British line, however, the Buffalo, Vengeance, and Union, having fallen considerably astern of the rest. The Spanish admiral in the Santissima Trinidada, of one hundred and twenty guns, together with the French admiral, three other large ships, and seven two-deckers bore down upon them, with the evident intention of cutting them off.

The Englishmen no way daunted at such a superior force; reserved their fire till the enemy came within musket shot, when they opened upon them in such a masterly style, that their adversaries were quickly thrown into great confusion.

The Spanish admiral, which from her unweildy size, was very unmanageable, was thrown completely aback, and was obliged to withdraw from the action, and the rest after a cannonade which lasted an hour, sheered off.

The important service of relieving Gibraltar, was thus gloriously and successfully performed under such circumstances of inferiority of force as highly exalted the honor of the British flag, and Lord Howe having despatched eight ships of the line, to the West Indies and six to the coast of Ireland returned home in safety.

We must now return to the West Indies, where Admiral Rodney was stationed with a fleet of thirty-six sail of the line, on Gros Islet Bay, in the Island of St. Lucia, while the French fleet, under the command of the Count de Grasse, amounting to thirty-four sail of the line, together with two armed én Flute, and two fifty-fours remained at Martinique, they had likewise six thousand land forces on board, and one of their ships, the Ville de Paris, mounted one hundred, and ten guns, which the largest of ours carried but ninety. On the whole, however, the force was tolerably equal and Sir George Rodney awaited with impatience, the opportunity of attacking his adversary.

Sir Samuel Hood at this time commanded the van of the English fleet, Sir George Rodney, took the centre, and Admiral Francis Drake the rear. The three French commanders were the Count de Grasse, M. de Vaudrenille, and M. de Bougainville; three names as celebrated for bravery and skill in the annals of their country, as our admirals were in those of England.

The French fleet sailed from Martinique on the morning of the eight of February, with a large convoy, and stood to leeward in order to reach the French or Spanish ports in St. Domingo. The frigates which Admiral Rodney had stationed to watch their motions instantly gave notice by their signals, and the English fleet was in such excellent order, that th whole were clear of the land, and in close pursuit of the enemy before noon, and at sun-set came within sight of them, under the island of Dominica.

The Count de Grasse, perceiving a battle to be inevitable, instantly sent off his convoy. The pursuit lasted all night, and the wind favouring the French, they had by the morning nearly reached Guadaloupe. A partial breeze, however, favouring the van of the English fleet brought them close up to the centre of the French, while the centre and van of our fleet, remained becalmed and motionless. The French admiral now inspired with the hope of cutting off, and destroying our van, no longer declined the battle, and in a few minutes after nine o'clock, nearly all the French ships were engaged with them. Sir Samuel Hood in the Barfleur, having no less than seven firing at him at once. The British, however, not at all daunted by this immense superiority, maintained their fire with the greatest steadiness and resolution, till the breeze somewhat freshening, enabled Sir George Rodney in the Formidable, together with the Nomar, and Duke, each of ninety guns to come up to their assistance about noon, the whole of the fleet succeeded in getting up with the enemy, and the Count de Grasse began to draw off asfast as possible, Admiral Rodney in vain exerting every effort tobring them to a general, and decisive action.

The whole of that night and the next day, were spent by both fleets in repairing damages, the French having apparently suffered much more than our fleet from the heavy cannonading which had passed.

The British rear, under Admiral Drake, was now changed to the van by Sir George Rodney, who considered that as it had not been before engaged it was better able to lead the pursuit, and commence the action, then the division under Sir Samuel Hood.

The French fleet, however, having turned the point of Guadaloupe, and having a fair wind, soon gained considerably, but at length two of their vessels, which were either bad sailers, or had suffered considerably in the late action, fell off from the body of their fleet, and the quickest sailing of the ships of our van gained so fast upon them, that they were placed in the greatest jeopardy. The Count de Grasse, now observing their critical situation, now determined either to bring them off, or defend them, and accordingly bore down with all his fleet and thus afforded the British admiral the opportunity, he had so ardently wished for of renewing the action. He therefore crowded all the sail possible, and before sun-set, had so disposed his ships, as to render it impossible for the enemy to escape, or avoid fighting.

The battle commenced about seven o'clock on the morning of the twelfth of April. The British line was formed at the distance of one cables length only, and each vessel as she came up ranged alongside of the opponent, passing for this purpose along the line of the enemy, and giving and receiving, while thus taking her station a most tremendous fire. The action continued in this manner, till noon, when Admiral Rodney in the Formidable supported by the Namur, the Drake, and the Canada, bore down, with all sail, broke the *enemy's* line, nearly in the centre, the other ships of his division followed him, down upon the enemy, and thus placed between two fires, nearly half of the French fleet.

Sir Samuel Hood's division, had hitherto been becalmed, but a breeze springing up at this moment enabled him to bring forward most of his vessels, and thus rendered the victory more certain.

In consequence of the breaking the French line, several desperate actions took place between single ships, one of the most remarkable of which was that between the Centurion of seventy-four guns, Captain Inglefield, and the Cæsar of equal force. The French Captain had evidently the worst of the battle, but his courage was inflexible. Three other English ships came up successively, and his vessel was torn almost to pieces, but still he disdained to yield, and having nailed his colours to the mast continued the combat until his death terminated it.

his vessel at the time she struck, not having a mast standing, or a foot of canvas without a shot hole in it. The Diadem, and another seventy four, went to the bottom by a single broadside from the Formidable, at the moment she was making a noble and generous exertion to save the French admiral. The Glorieux likewise fought nobly until her masts, bowsprit, and ensign were all shot away.

The Ville de Paris after being terribly battered, was laid alongside by the Canada, Captain Cornwallis, who had already taken the Meteor, of seventy-four guns single-handed, but was so intent upon engaging the French admiral in the Ville de Paris, that he left the Meteor to be picked up by a frigate, while he pushed on to the former.

A most desperate action ensued, which lasted two hours, several other English ships came up during the heat of the action, but the Ville de Paris still held out, until just at sun-set. Sir Samuel Hood in the Barfleur, came up and poured into her a tremendous broadside, which it was said, killed at once sixty of her brave crew, and in about a quarter of an hour after, the Count de Grasse struck his flag, and surrendered himself to Sir Samuel Hood, there being at that time but three men left alive on the quarter-deck of the Ville de Paris, of whom the Count was one.

The remainder of the French fleet, long before their admiral struck, had sought for safety in flight, and Admiral Rodney having lain by three days, to repair damages, on the 17th despatched Sir Samuel Hood with those vessels of his divison, which had suffered least in pursuit of them, and on the 19th, five sail were discovered endeavouring to escape through the Nava passage. The Valiant, Captain Goodall, was the first that came up with them, and poured a broadside into the Caton a French sixty-four, which immediately surrendered. Captain Goodall did not, however, stop to take possession of her, but pursued and overtook the Jason, a vessel of some force, which surrendered in about twenty minutes, a frigate of thirty guns, and a sloop of sixteen were likewise captured.

The whole amount of the enemy's loss was eight ships, one of which, the Diadem, sunk during the action, and the Cæsar blew up after she was taken possession of by the English, by which accident, a lieutenant, and fifty English seamen, with about four hundred French prisoners lost their lives. The whole loss of the French in killed and wounded was very great. Of the former it was supposed to amount to nearly three thousands of the latter nearly double that number. On board the Ville de Paris alone four hundred perished.

This was the first-rate man-of-war, that was ever taken and carried into port, by any commander of any nation. She was a present from the City of Paris, to Louis 15th, and cost it was said 176,000*l.* in her building and equipment. At the time of her capture, there were found on board of her, thirty-six chests of money, which was intended to pay the troops, and a whole train of artillery, and battering cannon, intended to have been employed with the troops, in the invasion of Jamaica, were also captured in the prizes.'

Our loss in the two actions, amounted to two hundred and *thirty*-seven killed and seven-hundred and sixty-six wounded, among the former was Captain Blair of the Anson, a very gallant officer, and Lord Robert Manners, son of the celebrated Marquis of Granby, was so dangerously wounded, that he died on his passage to England.

In reward of this glorious achievement, the thanks of both *Houses* of Parliament, were voted to the officers, seamen, and marines of the fleet. Sir George Bridges Rodney, was created a peer of Great Britain. Sir Samuel Hood, a peer of Ireland, and admiral Drake, and Commodore Affleck, were both made baronets.

After the action, Admiral Rodney proceeded to Jamacia with the prizes, and such British ships, as had suffered most, leaving admiral Hood to watch the motions of the enemy.

In August, Admiral Pigott arrived at Jamaica, to take the command of that station, and Sir George Rodney returned home, having first dispatched Admiral Graves with the Ramillies, Canada, and Centair, of seventy-four guns each, and the Pallas frigate, and the French prizes, the Ville de Paris, Glorious, Hector, Ardent, Jason, and Caton. Of these nine ships of the line, however, only two, the Canada and Jason reached England, for on the 17th of September, a most tremendous hurricane came on, in which the Ville de Paris, Ramillies, Centar, Glorieux, and Hector, were totally lost, with above three thousand five-hundred men. The Ardent fortunately put back into port; and the Pallas frigate, ran ashore at Fazal. The sufferings of the few who escaped this scene of terror and desolation where most severe, particularly of Captain Inglefield, of the Centaur, who with ten of his men, was tossed for sixteen days on the Atlantic Ocean, in a small leaky boat without compass or sail, and with only a very trifling quantity of provisions, as two small bottles of water, and were nearly reduced to skeletons with fatigue and famine.

While we are upon the melancholy subject of losses, we shall notice the fatal accident which befel the Royal George at Spithead, on the 29th of August, in the same year. This large ship, mounting a hundred guns, and bearing the flag of Rear-Admiral Kempenfelt, was lying at Spithead, in order to have her copper sheating repaired, and as the weather was fine she was heeled over so that the damaged part could be seen, The lower-deck guns were run out, and the port holes being all open, a sudden squall of wind, threw the vessel so much over, that she immediately filled with water, and the crew being at their dinners below and totally unaware of the accident before any exertion could be made to right her, she sunk with all on board, and a small vessel which lay near her was also carried down, by the rapidity of the eddy which her sinking occasioned.

The boats of the fleet were instantly put out to save the crew, and Captain Waghorn, two Lieutenants, and about three hundred others were rescued from a watery grave.

Rear-Admiral Kemperfelt, a most brave, able and highly respected officer, nearly seventy years of age, with several officers, and nearly four hundred people, among whom were many women and children, who had come on board from Spithead, perished by this lamentable accident.

We must now, to conclude the naval transactions of this year, turn our attention to the East Indies, where Edward Hughes command our fleet, and Mons. Suffrein that of theenemy. Intelligence of the rupture between England and Holland no sooner reached Sir Edward Hughes, than he resolved to attempt the capture of some of the Dutch settlements in this quarter of the world.

Having subdued Negapatam, Admiral Hughes next determined to attempt Irincomalee, on the Island of Ceylon, which was accordingly taken by assault on the 11th of January; and the English fleet being in want f water and provisions, returned to Madras Roads. On the 15th of February, M. de Suffrein appeared in the offing with twelve sail of the line; Admiral Hughes had only nine, two decked ships, one of which only carried fifty guns; but he immediately began to prepare for an engagement, and finding M. de uuffrein not inclined to approach, the English fleet slipped their cables and stood out to sea, in order if possible to capture some of the transports which were under the convoy of the enemy. Having succeeded in this object, M. de Suffrein apparently became alarmed for the safety of the rest, and accordingly bore down with all the sail he could carry upon the English fleet.

No action, however, took place till the following day, when M. de Suffrein was enabled, by a favourable breeze, to bring his whole force against the centre, which were becalmed and at a distance from their van.

Five ships of our squadron were thus exposed to the fire of the whole French fleet; and one of them, the Exeter, had at one time no less than five ships upon her at once. Towards the close of the action, two fresh ships of the enemy bore down upon her, and the master demanded of Commodore King what was to be done. "There is nothing to be done," replied the Commodore, "but to fight till she sinks."

The brave Captain Reynolds of this ship was killed, as was also Captain Reynolds, of the Superb. The wind springing up, enabled the remainder of the fleet to come up to the assistance of the centre and rear, and the battle was put upon a more equal footing, but M. de Suffrein had received such material damage, that he declined continuing the engagement, and stood off to the south-east.

On the 12th of April, the two fleets again came in sight of each other, and the enemy having the advantage of the wind, Admiral Hughes was obliged to prepare for battle, though under very disadvantageous circumstances, having to oppose a very superior force coming up with a fair wind: and being surrounded on every other side by a rocky and dangerous coast.

The French fleet bore down in two divisions; the admiral leading one composed of seven ships of the line, attacked the Superb, the Monarch, and the Monmouth; but their principal object of attack was the Superb, against which two of them fared in a most dreadful cannonade. The battle continued till nearly dusk, when M. Suffrein's ship, the Neros, had suffered so much that he was obliged to shift his flag to the Hannibal, and the action was ended.

Of the English fleet the Superb and Monmouth suffered most severely, the former having forty-five men killed, and one hundred and two wounded, a greater number than ever was known in a ship of her size. The French likewise suffered very material damage, particularly the Neros, the Orient, and Brilliant, and their returns of killed and wounded amounted to one hundred and thirty-nine killed, and three hundred and sixty-four wounded.

Other actions, equally as obstinate and as undecisive, were fought on the 6th of July, on the 30th of August, and on the 20th of June, 1783, between these two adverse fleets, when intelligence of a general peace arriving in that quarter of the globe, put an end to all farther hostilities. The preliminaries of peace between Great Britain, France, Spain, and America, having been signed at Versailles, on the 20th of January, 1783.

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CHAPTER XX.

Naval History of England from the commencement of the French War, in 1793.

It is not our province to go into any detail of the rise and progress of the convulsions which ended in the destruction of monarchy in France, and a total revolution in every branch of her government; and which excited such feelings in the head of our government, as to induce a declaration, that it was necessary for the honour, welfare, and dignity of the British people, that war should be declared against the torn and unhappy French nation.

On the 24th of January, 1793, the French minister was ordered to quit London in eight days; and on the 8th of February, the National Assembly declared war against England; and on the 11th of the same month, a counter declaration was issued by the court of St, James's.

The first object of importance undertaken by the English navy was the occupation of Toulon, a strong Royalist party existing in the south of France: to co-operate with whom, Lord Hood was sent with his squadron into the Mediterranean, and was joined by the Spanish squadron, commanded by Don Juan de Langera, having on board between two and three thousand picked troops. On the 28th of August, Lord Hood succeeded in landing fifteen hundred men, to gain possession of the forts which commanded the roads, and a message was sent to M. St. Julian, who commanded the French squadron stationed there, specifying that every vessel which did not go into the inner harbour, and send her powder on shore, should be considered and treated as enemies.

All but seven obeyed this intimation in the course of the day.

Several battles took place between our troops and those of the Republic, in which the former were uniformly successful; but the French generals having at last succeeded in erecting a battery, from which their shells could reach the town and harbour, General O'Hera sent out a force amounting to two thousand three hundred, in order to destroy it. In this object they were successful; the battery was surprised and carried, but the troops, in the ardour of pursuit, became divided and disorderly: and the enemy, rallying in great force, turned upon them, and became in their turn the assailants. The consequences were defeat, and great loss to the British troops. General O'Hara himself being wounded and taken prisoner. The capture of Fort Mulgrave, which commanded the town and harbour of Toulon, by the Republicans' army, soon followed, and it became two evident that the place was no longer tenable for our troops.

It was, therefore, resolved to evacuate it without delay, and preparations were accordingly commenced under the direction of Sir Sydney Smith.

On the same evening that this resolution was formed, all the artillery, stores, troops, and several thousand French Royalists were embarked on board our vessels without the loss of a single life; and Sir Sydney, having under his command three English and three Spanish gun-boats, with the Swallow tender, proceeded to destroy the arsenal, with all the ships and stores.

The galley slaves in the harbour, who amounted at least to six hundred, evinced a strong determination to oppose the measures of the English; and as they were by some means all freed from their chains, Sir Sydney thought it prudent to point the guns of the Swallow, and one of the gun-boats, so as to prevent their landing on the quay. He then proceeded to place combustible matter in all the store-houses, and soon after the Vulcan fire-ship was towed in, and placed across the tier of men-of-war, and as soon as the signal was given, the trains were lighted, and the flames rose in all directions.

The enemy were now heard advancing, uttering the most deafening shouts, and roaring out revolutionary songs; but a sudden check was given both to them and the operations of the English sailors. The Isis frigate, which lay in the road, had on board some thousand barrels of gunpowder, which the Spaniards had been directed to sink, instead of which, they rashly set fire to the frigate with the gunpowder on board. The explosion was tremendous; masses of burning timber fell in all directions; a gun-boat, which lay near the frigate, was totally destroyed, and four men perished in her; the boat of the Terrible was blown to pieces, and the lieutenant and men who were in her, though taken alive out of the sea, were all dreadfully hurt; and for some time all who were within reach of the explosion, were aparalyzed with terror.

There were still two seventy-four gun ships to be destroyed in the inner road, and surrounded with the conflagration which was spreading on all sides. Sir Sidney Smith, and his brave companions hastened to perform this dangerous service, which they had scarcely effected, before another powder vessel exploded close to them, and they were again exposed to the most immanent danger, from the showers of burning timber, which fell in all directions; fortunately, however, not one piece of any consequence fell on the Swallow, or either of the gun-boats which accompanied her.

The brave seamen were by this time so exhausted, that many of them dropped at their oars, but they were forced into the exertion of all their powers, by the danger in which they found themselves placed, the enemy having while they were engaged in the work of destruction, taken possession of the forts which commanded the passage out of the harbour, the fire from which, had it been well directed, must have greatly injured the boats. As it was, however, their cannon were so ill managed, that none of them took effect, and the boats got out of their reach without injury.

An extraordinary proof of presence of mind was given by Captain Hood, of the Juno, soon after Toulon was evacuated by the British. Being ignorant of what had taken place, and arriving late in the evening, Captain Hood ventured to enter the inner harbour without making the usual signal for a pilot. The ship grounded, and a boat came off from the shore, without any suspicion arising of the event which had taken place.

At the moment the boat approached, however, a midshipman of the Juno, discovered by the light of the moon, that the officer who commanded the boats' crew, wore the tri-coloured cockade. There was not a moment to be lost; the Frenchmen were ordered below; and in a moment every officer and man was at work to set the sails, and get the ship afloat. A light breeze sprung up and aided their exertions; the cable was cut, the sails filled, and in less than an hour from their first discovering of their mistake, the Juno was out of all danger.

Our first attempt upon the French settlements in the West Indies, was equally as unsuccessful in its result, as that upon Toulon. About the middle of June, Admiral Gardiner, in conjunction with Major-general Bruce, landed three thousand troops on the island of Martinique which was at that time divided by disputes between the Royalists and Republicans, but the latter soon proved themselves the strongest party, and the British were compelled to re-embark with considerable loss, and to leave a great part of the unfortunate royalists to the mercy of their infuriated enemies. In the island of St Domingo, we were more succesful: a small body of troops having been landed at Jerome, on the 20th of October, the garrison yielded immediately, the Republican flag was struck and English colours hoisted. Cape Nicholas Mole likewise surrendered on the 23d of the same month, and ten sail of merchantmen richly laden, were captured in Flemande Bay, by Commodore Ford.

In the East Indies all the small settlements belonging to the French surrendered without resistance. Pondicherry, however, which possessed great strength both by nature and art, and a powerful garrison held out, and was invested by land with a large body of troops, under Colonel Floyd, while Admiral Cornwallis blockaded it by sea. Notwithstanding these formidable arrangements, however, the place would probably have been maintained for a long time had not disputes arisen in the garrison, which compelled it to surrender on the 28th of August.

In the course of this year, several most intrepid actions were fought between single ships; among the most conspicuous of which were those between Captain Edward Pellem, in the La Nymphe, with the French frigates La Cleopatra, and Captain Jame Saumarez in the Crescent, opposed to La Re-Union; both of the English commanders being rewarded with the honour of knighthood by his majesty.

By far the most bloody and desperate action, however, was fought off the coast of America, by the Boston, Captain Courtenay, and the Ambuscade, a French frigate. The battle lasted more than two hours. Captain Courtenay with the lieutenant of marines and eleven men were killed, and thirty-seven wounded on board the Boston, and both vessels were so cut to pieces that neither could continue the engagement, and were obliged to separate; the Boston put into Newfoundlamd, and the Ambuscade into New York.

Hitherto, the French had confined their naval warfare, to sending out small squadrons of frigates, and shoals of privateers; but early in the spring of 1794, the Brest fleet consisting of twenty-six sail of the line, cammanded by Admiral Villaret, was ordered to put to sea. Lord Howe soon received intelligence of this event, and accordingly with the fleet under his command, twenty-six in number, proceeded in search of them, and came in sight of the enemy on the 28th of May. The French fleet immediately began to form their line, but it was several hours before the action commenced. A severe contest ensued, during which the Revolutionaire, a French ship of one hundred and ten guns was reduced to a mere wreck, and her Captain being killed, she struck her colours to the Audacious.

Night put a period to the conflict, and the hostile fleets lay all night in sight of each other. On the following morning the French succeeded in towing the Revolutionaire into Rochfort, and in their accounts of the battle denied that she had ever struck her flag.

The action was renewed on the 29th, but was equally partial and undecisive as on the preceding day; and on the two following days, there arose so thick a fog that the two squadrons could scarcely discern one another.

On the 1st of June, the weather cleared, and both fleets appeared ready for the engagement.

Lord Howe therefore threw out the signal for close action, and in a short time the French line was broken, and they were attacked to leeward, and windward, at the same time.

The Queen Charlotte, Lord Howe's own ship, was by his desire laid alongside of the French commander-in-chief, in the most capital style, by his master, Mr Bowen, and a most tremendous cannonade ensued. The French admiral continued the contest for nearly an hour, when he crowded all sail and made off, followed by such ships of his van, as were able to carry.

The remainder, seven in number, were taken possession of by our brave countrymen, as soon as the smoke cleared away.

1796—In the month of March, Sir Sidney Smith, with a small squadron under his command, received intelligence that a convoy of the enemy had taken shelter in the Port of Brequi, near Cape Frehel; the entrance to this Port was narrow and intricate, and was defended by strong batteries. Sir Sidney was not to be intimidated; he stood into the harbour with his squadron as far as he could, then landed a party of seamen and marines, who carried the batteries by storm. The destruction of the convoy, however, was still surrounded with difficulties; the enemy had ran their vessels aground, and must be boarded in order to set them on fire: this was successfully accomplished.

On the 18th of April, Sir Sidney being off Havre de Grace, and discovering a large lugger privateer lying in the outer road, ordered the boats of his squadron to be manned, and proceeded in one of them himself, on the same night against the enemy, boarded and took possession of her, and weighing anchor stood out of the harbour; but the flood tide setting in, and the wind unfavourable, he was compelled to anchor again. From some unknown cause, however, the lugger drifted up the Seine, and came abreast of the forts. Every exertion to escape from their perilous situation was made by Sir Sidney, and his brave company, but without effect; the forts and gun-boats attacked her on all sides, and after a most gallant, and obstinate resistance, Sir Sidney was compelled to surrender. The Diamond, Sir Sidney's ship, was from the calm which then prevailed unable to render assistance; the officers, however, when they heard of the fate of their gallant commander immediately dispatched a flag of truce to the governor, to inquire whether their gallant commander had received any wounds, and to desire he might be treated with kindness; to which the governor replied, he was well, and should be used with the utmost humanity and attention. Sir Sidney suffered a long, and tedious imprisonment, (the enemy refusing to exchange him) from which, however, at length, after many fruitless attempts, he was liberated by the following stratagem:—A counterfeit order for his removal from the prison he was then in to one of greater safety, was procured, with the atsmp of the ministers signature. With this order two of his friends, the one in the dress of an adjutant, the other as an officer, came to the Temple, and presented it to the keeper, who took it to the registrar of the prison, who ordered Sir Sidney to be called, and informed him of the orders of the minister. Sir Sidney pretended to be concerned at it, but the adjutant seriously assured him, the government had no intention to aggravate his misfortunes, and that in the prison he was about to be removed to, he would be very comfortable. Sir Sidney expressed his gratitude to the persons in office in the prison, and having packed his clothes, returned to the registrar, who addressing Sir Sidney, observed that at least six men from the guard must accompany him. The adjutant not a jot dismayed at this new obstacle, acquiesced in its justice, and gave orders for their being called out; but on reflection, and as it were remembering the laws of chivalry and honour, he addressed himself to the Commodore, saying, "You are an officer, sir, I am an officer also; your parole will be enough, give me that, and I have no need of an escort." Sir Sidney replied—"Sir, if that is sufficient, I swear on the faith of an officer to accompany you wherever you choose to conduct me." Every body applauded the noble mind of the adjutant. The book was handed to him by the keeper for a discharge, and he boldly signed it with a proper flourish L'Oger, adjutant-general. The Registrar, and keeper accompanied them to the second court. At length, after much ceremony and politeness, the last gate was opened, and the gallant sailor was at liberty. Passports had been obtained, and our hero soon after arrived in England.

In the Mediterranean, this year, the naval transactions were but of little importance. The successes of Bonaparte in Italy, had closed the ports of Genoa, and Leghorn against the English, and it was absolutely necessary that we should have same place for the fleet to rendezvous and be repaired; accordingly Commodore Nelson, was sent against the Isle of Elba, which was deemed convenient for the purpose. This island was defended by a strong bastion, the cannon of which was first to be silenced. To effect this, the Commodore courageously run his own ship within half-pistol shot of it, when the governor surrendered. This position afterwards became of great service to the British. In the West and East Indies, the Dutch settlements fell into the hands of the British with but little resistance. The loss of the Cape of Good Hope, had given great uneasiness to the Dutch, and they had determined to make a vigorous effort to reconquer it, but the attempt was abortive, for the fleet they equipped for the purpose of having arrived in Salpanta bay, and this information reaching Sir George Keith Elphinstone, who commanded the British squadron on this station, and who was then in Simon's bay, he apprised Sir James Craig of the land service, who took such measures as were like to secure the Cape, while the admiral steered for Suldanha Bay, and anchored his squadron within gun-shot of the enemy's ships. A flag of truce was dispatched to the Dutch Admiral, requesting him to surrender without resistance, pointing out the consequences of a refusal. He demanded some hours for deliberation; and on the following morning the fleet which had been equipped by the Dutch for the re-capturing of the Cape of Good Hope, fell into the hands of the British, without the firing a single gun.

To describe the many gallant actions, with the enemy's frigates this year, would greatly exceed our limits; we must, therefore, confine ourselves to the most distinguished:—Captain Martin, of the Santa Margaretta, in company with the Unicorn, Captain Williams, whilst cruizing off the Scilly Islands, discovered three strange sail to leeward, which they found to be French frigates. Captain Martin made signal for the Unicorn to join him in chace; about noon they were with ingun shot of the enemy, and an action commenced. The French crowded all sail, and endeavoured to escape; one of them was left far a-stern by her comrades; and she was soon compelled to strike her colours. Captain Williams of the Unicorn continued in pursuit of another of the frigates, and about dusk came so close up to her as to take the wind from her sails: the pursuit lasted till ten o'clock at night, the ships at this time having run upwards of two hundred miles. When the Unicorn got alongside of her opponent, the crew gave three cheers, and immediately poured in a broadside which was quickly returned, and the action continued with great bravery and determination on both sides for thirty-five minutes. The ships were so close, and so completely covered by smoke that Captain Williams could not discern the manœuvres of the enemy; but the firing on both sides slackening he found the enemy had dropped on his quarter, with the intention of crossing his stern: this attempt however he frustrated, instantly ordering the Unicorn to be thrown aback, that by giving her stern-way, she might shoot across the bows of the enemy and regain her position. The attack was again renewed; but the enemy having been out manœuvred, and his vessel completely unrigged by the heavy fire of the Unicorn, was compelled to surrender. She proved to be La Tribune, mounting forty-four guns, and carrying three hundred and thirty-seven men. During the action she lost thereby seven men killed, and fifteen wounded. On board the Unicorn not a man was lost.

About the middle of July, the Slatton, mounting fifty-four sixty eight pound corronadas, under Captain Trollope, after leaving Yarmouth Roads, discovered, within a few leagues of Helvoet, six large frigates, a brig, and a cutter, one mounting fifty guns, two thirty-six, and the other three twenty-eight. Captain Trollope undismayed by this great superiority of force, bore down to engage them. The enemy formed the line of battle; and Captain Trollope ordered the Slatton to be laid against the third ship of the enemy's line. The distance between them was not more than twenty yards: as soon as the action commenced one of the headmost vessels of the enemy laid himself alongside of the Slatton to windward, while another lay across her bow. Whilst thus attacked by the headmost vessels, those which formed the rear of the enemy's line engaged her on the lee-quarter and stern; so that she was completely surrounded. In this situation the Slatton was fought with the utmost skill and determined bravery; every shot told, as her yard-arms nearly touched those of the enemy's frigates. The carronades of the Slatton, which would have been of little service at a great distance now told, from their great weight of metal, with the most appalling effect; as being much shorter than other guns, they were more easily managed, and the working the ships but little inconvenienced by them; with these favourable circumstances the Slatton after an engagement of twenty minutes compelled the frigates to seek for safety by sheering off.

Captain Trollope was anxious to pursue them, but the damage he had sustained in his masts, rigging and sails, compelled him to lay to during the night to repair them. At day-light he perceived the French frigates steering under all the sail they could carry for Flushing, the gallant Captain of the Slatton pursuing them till he came within three leagues of that harbour, when he returned to Yarmouth to refit. The Slatton did not lose a single man.

1797.—This year an alarming mutiny among the sailors broke out. Complaints had been long made that their pay was insufficient to meet the rapid advance of every necessary of life; that the discipline on board ships of war was extremely vigourous and severe, much more so than was necessary to keep men to their duty, or to inflict a just punishment on them for any crimes they might commit; and that the distribution of prize-money was unequal and unjust. Other grievances were enumerated, but those we have stated were what the sailors laid the greatest stress upon, and were those which principally contributed to the mutiny which ensued.

The mutiny made its appearance first on board Lord Bridport's fleet. Every thing had been managed with so much caution, that notwithstanding it comprehended a large proportion of the seamen, and was completely organized, yet the officers entertained not the slightest suspicion of its existence. Several petitions had been sent to Lord Howe from the Channel fleet during the months of February and March; and his lordship made enquiry at Portsmouth, whether the officers had discovered any symptoms of disaffection on board. They replied in the negative; but petitions still continuing to be sent him, he conceived it his duty to forward them to the Board of Admiralty, and acted accordingly; but that board laid them by without notice or reply.

It was not long however before it was ascertained that the spirit o mutiny was not confined to the Channel fleet, but that it was general and determined. On the return of that fleet into port, the crews entered into a secret correspondence, the object of which was, that no vessel should weigh anchor till their complaints were attended to and removed. It was hoped that they would not adhere to this resolution; but on the 15th of April, when the signal was made by Lord Bridport to weigh anchor and prepare for sea, not one ship obeyed; on the contrary, three cheers from the Queen Charlotte was given as the signal for mutiny, and followed by all the other ships.

In vain the officers exerted their authority, or tried the effects of persuasion. The malcontents were resolute, and it was now evident that a well organized mutiny existed throughout the fleet. The sailors were determined to proceed with what they had began. Two delegates were chosen by each ship; and their consultations were held in Lord Howe's cabin. Shortly afterwards an oath was administered to every man in the fleet; and such officers, as were obnoxious were sent on shore. During these proceedings the greatest respect was paid to the admiral; his orders were obeyed with alacrity, were they did not interfere with the object of the mutiny; the strictest discipline was preserved, and every breach of it, or of respect to the officers was severely punished.

Having formed a committee of deligates, the sailors sent petitions to Parliament and to the Admiralty, stating their complaints. The Board of Admiralty was transferred to Portsmouth, the better to inquire into the circumstances of the case. Communications were carried on between the mutineers and the Board through Lord Bridport. The justice of their demands were allowed, and it was hoped this would have induced them to return to their duty; but the seamen doubting the authority and power of the Admiralty, determined not to agree to any terms but those that should be guaranteed by the Parliament and the king's proclamation. Some demur arising on this determination, the delegates were summoned on board the Queen Charlotte; the bloody flag was hoisted; the guns loaded; the watch set, and every thing bore the appearance of determined defiance and hostility. Lord Bridport, however, who was a great favourite with the men, had been requested to come on board again. He complied with their request, and bringing with him a redress of all their grievances, and the king's pardon, the crew returned to their duty. Some there were who still distrusted the promises that had been made them, and Lord Howe was sent down himself, who, after addressing them with considerable feeling, succeeded in bringing them again into a state of subordination, on the faith that the terms of the government should be ratified by the parliament; and that no further pretext might arise for questioning the sincerity of the government, Mr.

Pitt lost no time in bringing the matter before the Commons. On the 8th May, he moved that a sum of 436,000*l.* should be granted to answer the additional pay and allowance to seamen and marines. A short debate ensued. Mr. Whitbread and Mr. Fox strongly insisted that ministers were highly censurable for having been negligent and dilatory in taking the complaints of the mutineers into consideration. The bill however went through both houses with unusual celerity, and afterwards received the Royal assent by commission. These measures it was hoped would have removed every symptom of mutiny; but on the 22nd of May, the fleet at the Nore, broke out into a still more alarming mutiny than that which they had just appeased at Spithead. This mutiny extended beyond the Nore; and when Admiral Duncan was on the point of resuming his station off the Texel he found himself deserted by part of his fleet. He therefore called his own ship's crew together, and addressed them so much like a British sailor, that they all burst into tears, and declared their resolution to be guided by him in life or death. Four ships of the line and a sloop, however, left him to join the disaffected at the Nore.

This mutiny appears to have been conducted by Richard Parker, a man possessing strong natural abilities, and a more regular education than the generality of those in his line. The demands of the mutineers were, that when a vessel came into harbour a certain number of the crew should have liberty to go on shore to see their friends; that all ships before proceeding to sea should have six months' pay: that no officer who had been turned out of any ship should be reinstated without consent from the ship's company; demands were made, likewise, for material alterations in the articles of war, and the distribution of prize-money. Parker exercised his authority and power, which was very great, with moderation and prudence. Orders were despatched by the Admiralty to Admiral Buckner, who commanded at the Nore, that he should inform the crews that their demands could not be complied with, but that if they returned to their duty, the king's pardon would be granted them. To this communication they were deaf; and their proceedings became each day more alarming and bold. Delegates were sent to the ships lying in Long Reach, to persuade them to drop down and join in the mutiny, and no vessels were allowed to pass up the river.

Finding that conciliatory measures had no effect, the government now determined to act with decision. All the buoys were removed from the mouth of the Thames, and the neighbouring coasts, to prevent the mutineers from putting to sea. The sailors still continued firm, and assumed a more hostile position; they moored their vessels across the mouth of the river, and threatened to force the government into compliance with their demands, by cutting off all communication between London and the sea. They also made a change in their internal affairs, and instead of delegates, a president was chosen, who continued in office but for a day; and some of the vessels appearing disposed to desert their cause, they were compelled to anchor in the midst of the others. The ships at Portsmouth, and Plymouth, were satisfied with the terms they had got, and now wrote to these, their discontented brethren, expostulating with them on the unreasonableness of their demands, and exhorting them to return to their duty.

In the mean time a bill was carried through parliament, declaring it a capital crime to seduce either soldiers or sailors from their duty, or to be engaged in any mutinous or seditious assembly. A motion was likewise made, to prevent all communication with the ships of the mutineers, and to enact that after the king's proclamation, if any one should continue in those ships, he should be dealt with as mutinous and rebellious; his pay should cease, and all arrears, if any should be due to him, should be forfeited; other clauses were added for the purpose of punishment or pardon as circumstances might require. These acts were limited to one month after the commencement of the next session of parliament.

Among the officers whom the mutineers had detained, was the Earl of Northesk, and him they resolved to liberate on condition that he should carry their petition to his majesty, and return with the answer whatever its nature. In this petition they insisted on their demands with unabated firmness, and declared their determination to put to sea if a favourable answer was not returned. His lordship consented to carry this to his majesty, at the same time assuring them that he had no hope that it would be favourably received: he laid it before the king, but no answer was returned.

The mutineers now began to disagree among themselves: some were for putting to sea, and delivering the vessels into the hands of the enemy; others were for accepting the king's pardon; and during this confusion Parker, finding his authority was no more; that delegates opposed his measures; that a strong force was preparing to attack them; that several ships had deserted, and that the red flag had been hauled down, yielded himself up without resistance. His trial lasted three days; he was sentenced to death, and was executed, displaying great firmness of mind. Some others were also executed; others remained under sentence of death, but were afterwards pardoned. Thus terminated this most determined and alarming mutiny, which threatened, both from the spirit with which it was conceived, and the system with which it was organized, the most dreadful consequences to the great bulwark of our safety and independence. We shall now return to our more pleasing task, the recording of the glorious achievements of the British sailor against the enemies of his country.

The French republic had resolved to attempt the invasion of these islands, and had issued her commands to Spain and Holland to join their fleets with her own, thinking by this junction to be more than a match for the naval force of Great Britain. The place appointed for rendezvous was Brest, and there the Spanish fleet was ordered to repair. The Spanish fleet consisted of one ship of one hundred and thirty-six guns, six of one hundred and twelve, two of eighty-four, and eighteen of seventy-four. The British government were aware of the enemies intention, and, though they had no fear for the result, yet they determined to prevent this junction: and accordingly Sir John Jervis was ordered, with a fleet of fifteen sail of the line, and some frigates, to cruize off Cape St. Vincent for that purpose. On the 14th of February, at day-break, twenty-seven sail were discovered. This was a great superiority of force: Sir John Jervis, however, determined to compensate for this, by making every use of British seamanship against Spanish inexperience. When the fleet was first discovered it was sailing in a very loose and disorderly manner: the British admiral therefore gave orders for a press of sail to be carried by his squadron, and got up with the enemy before they had time to form into line. Sir John immediately decided upon his plan of attack, which was executed with the usual celerity andsuccess by the British sailors. His line of battle formed, he bore down upon the enemy, and cut off nearly one-third of their ships. The Spanish admiral was not prepared for this; he however perceiving the consequences did all he could to remedy the evil; he threw out the signal to wear round the British line, thus hoping to regain the vessels that had been cut off, but the skilful manœuvre of Commodore Nelson, who commanded the rearmost ship of the British line frustrated this attempt; for instead of waiting for the Spanish admiral's ship to come up, he notwithstanding her enormous size, stood towards her, supported as she was by two others, each of them larger than the Commodore's ship. The British captains in the rear of the fleet, however, did not long suffer him to sustain this unequal contest, six of them hastened to his assistance, and the Spanish admiral made the signal for those vessels which remained with him to unite for their mutual support and defence.

The consequences of the enemy's not being able to execute his manœuvre had been greatly injurious to him; for his own vessel, and those which followed him when he attempted to wear round the rear of the English fleet, had been thrown out of the line and into confusion; and Sir John Jervis taking advantage of their situation gave orders for their being vigorously attacked, which was executed with so much promptness, that four of the Spanish ships were captured.

During this time the ships which had been cut off, were using every exertion to join the main body, which they nearly accomplished, as it began to grow dark. Sir John, therefore, did not think it prudent to renew the attack against such a superior force, but contented himself with forming his fleet in compact order, determined to repel any attack that might be made, and if possible preserve the captures. The Spaniards were not disposed to come into close action, but contented themselves with a distant cannonade, and shortly returned to Cadiz, where they were blocked up by the English squadron. The vessels taken in this engagement were two of one hundred and twelve guns each, one of eighty-four, and one of seventy-four. The British loss was about three hundred in killed and wounded, whilst on board the captured ships alone, the loss of the Spaniards was double that number. As a reward for this victory, Sir John Jervis was honoured with the rank and title of Earl St. Vincent.

Notwithstanding this defeat of a part of their object, the *French* government did not abandon their design of invading these territories; but instead of attempting the invasion of England, they resolved on directing their attention to Ireland. Their own fleet was not considered strong enough to cope with the British. The Dutch, therefore, were ordered to supply a reinforcement, both of ships and men, and accordingly they prepared a fleet of fifteen sail of men-of-war, under the command of that brave seaman, Admiral de Winter. Admiral Duncan was directed to watch the motions of this fleet, and he so closely guarded the mouth of the Texel, that the French began to despair of gaining the assistance of their allies, but having suffered severely from tempestuous weather, Admiral Duncan was compelled to return to Yarmouth Roads to refit; and Admiral de Winter now put to sea. The British admiral was soon apprized of this, and on the evening of the same day, the 9th of October, the English fleet had actually got out of sight of their own coasts. On the 11th, he made the coast of Holland, between Camperdown and Egmont, where he saw the Dutch fleet, forming a line on the larboard tack to receive him. Admiral Duncan first formed his fleet so as to prevent the enemy's getting into the Texel; and having done this, he next planned his mode of attack. At half-past eleven, he made the signal to break the enemy's line and engage them to leeward; each ship taking her opponent. This was done, and the British admiral, by this manœuvre, had the satisfaction to perceive that the enemy must fight in that manner, and that this would secure him the victory.

The Monarch, Vice-admiral Onslow's ship, bore down upon the rear of the enemy in the most gallant manner, and was followed by his whole division. In less than an hour the line was broken; the Monarch passing under the Dutch vice-admiral's stern, and engaging him to leeward. Admiral Duncan attacked the van of the enemy: his great object was to engage de Winter's own ship, but while he was bearing down for that purpose, the State's-general shot up along side of his ship the Venerable, and he was compelled to engage her; she was soon forced out of the line, however, and the British admiral then obtained his wish. The battle between the two admirals was obstinately contested for nearly two hours and a half, and it is said that when the Dutch admiral surrendered, he was the only man on the quarter-deck who remained alive and unhurt. The contest between the vice-admirals was equally bloody, and when the Dutch vice-admiral struck his flag several others yielded; and about four in the afternoon victory decided for the British.

Admiral Duncan finding his fleet was in nine fathoms water, only five miles from the enemy's coast, and night coming on, deemed it advisable and prudent not to follow up the enemy, and attempt to make more captures, but on the contrary to secure those he had, and get his own crippled vessels off shore. Of the Dutch fleet, however, eight ships of the line, two of fifty-six guns, and two frigates were taken. The carnage on board both fleets was dreadful: nine ships of the English lost seven hundred men, while on board each of the Dutch admiral's ships that were captured, two hundred and fifty men were killed and wounded. On the 16th October, Admiral Duncan arrived with his fleet at the Nore. On the 30th his majesty embarked on board the Royal Yacht in order to visit him, but was prevented by tempestuous weather and adverse winds. The thanks of both houses of parliament were voted to the fleet, and Admiral Duncan was erected Viscount Duncan of Camperdown.

In the month of April, in consequence of the gallantry he had displayed in the battle off Cape St. Vincent, Commodore Nelson was promoted to the rank of rear-admiral, still continuing in the squadron under Earl St. Vincent, which was then engaged in blockading Cadiz; and the bombardment of this place having been resolved on, the command of the advanced squadron having been given to Admiral Nelson, on the 3d of July, during the night, he proceeded on the enterprise with the Thunder bomb, protected by the launches and barges of the fleet. The Thunder advanced to within 2500 yards of the garrison of the place, and every thing was ready, when it was discovered that the principal mortar was unfit for effective service; and Nelson was compelled to order the Thunder to retire. The Spaniards perceived this, and sent out a great number of mortar gun-boats and armed launches, with the intent to cut off the Thunder: this our undaunted hero prevented. He had gone in his own barge, having on board the coxswain and ten men, and with this small force he advanced to the protection of the Thunder. The Spaniards were not deficient in intrepidity. Don Miguel Tyrason, who commanded the Spanish flotilla, advanced in his boat against Admiral Nelson. The Spanish commandant had on board 27 men, and he continued to fight till eighteen of this number had been killed, himself and all the rest wounded, when he was compelled to acknowledge the superiority of the British commander, and surrender himself prisoner. The other part of the Spanish flotilla continued to fight with great obstinacy, till they found that all efforts to succeed in the object for which they came out was useless: they then returned to the harbour of Cadiz.

On the night of the 5th another bombardment took place under the direction of Admiral Nelson, but not under his personal exertions. Three bomb vessels were placed with great judgment as near the shore as they could lie, and from them a number of shells were thrown into the town, and among the shipping lying in the harbour. The people of the town fled in the greatest terror, while ten sail of the line, two carrying admirals' flags, were warped higher up out of the reach of the shells. Another bombardment was planned, but the wind blowing strong down the bay it was not possible to lay the bomb vessels close enough to the town to effect any thing.

Information having been received by Earl St. Vincent, that the town of Santa Cruz, in the island of Teneriffe, was assailable, Admiral Nelson was fixed upon for the attempt to take possession of it. He sailed with four sail of the line and three frigates; and on the 24th July, about eleven o'clock at night, one thousand seamen and marines were despatched in the boats under the command of Captains Trowbridge, Hood, Thomson, Miller and Waller: they were in six divisions, Admiral Nelson being along with the first. They proceeded to within gun-shot of the mole, which stretches out into the sea from the town, undiscovered, but now the alarm was given, the bells rang and a dreadful fire was opened upon them. Undismayed the boats pushed forward, but from the extreme darkness of the night only five of them could find the mole: in these were Admiral Nelson, and Captains Thomson and Freemantle, who at the head of the seamen stormed and carried it, although it was defended by five hundred men and six twenty-four pounders; but they found it impossible to advance. The fire of the musketry and grape shot was kept up so incessantly, and with such effect, from the citadel and houses on the mole head, that in a very short time nearly the whole party were either killed or wounded, Admiral Nelson losing his right arm. Nor were these the only misfortunes of the first division: the Fox cutter with one hundred and eighty men had been sunk by a shot between wind and water, and her commander and more than half her crew perished. Captain Bowen was killed while employed in spiking the guns at the mole, and a chosen part of his ship's company had perished in their boat, which was sunk by a cannon-shot.

The other divisions were at first more successful: they landed further to the southward, and although during the act of landing their boats were staved, and their ammunition spoiled by the water, yet they obtained possession of the town. The citadel was the next object, but it was so strongly protected that the attempt was abandoned. Shortly afterwards Captain Trowbridge was informed that three hundred Spaniards, and one hundred French, with five field pieces were advancing against him. His whole force amounted only to eighty marines, the same number of pikemen, and one hundred and eighty seamen with small arms: he therefore sent Captain Hood to the governor, to propose that he should be allowed to re-embark. The governor thought they ought to surrender as prisoners of war, but Captain Trowbridge declaring that sooner than do so, he would set fire to the town, and force his way through the Spanish army at running. Soon after day-break the enemy was seen lying on her broadside, with a tremendous surf beating over her. She had on board sixteen hundred seamen and soldiers, one hundred and seventy of whom were drowned, and a great number killed in the engagement. The Amazon shared the same fate: she had suffered much during the action and was in no condition to work off a lee-shore: her masts, yards, rigging, and sails, were greatly shattered, and she had three feet of water in her hold. When she struck, six of her crew took possession of the cutter-boat, hoping to reach either the Indefatigable or the shore, but they were drowned in the attempt. The rest, including the captain, constructed rafts on which they reached the French coast, and were made prisoners. The English loss during the engagement was, on board Sir Edward Pellew's ship, nineteen wounded; the Amazon, had three killed and fifteen wounded.

1798.—The French continuing to entertain the design of invading Ireland, and looking for success on account of the disturbed state of that country, on the 22nd of August, landed about nine hundred men in the Bay of Killala, from three frigates: and proceeded a considerable way towards Dublin, creating great consternation; they were at length, however, taken prisoners at Ballinamuck; but before the failure of this expedition, could have reached France, that government had prepared another much more formidable. It consisted of one ship of the line and eight frigates, having on board a large body of troops, as a reinforcement to those already landed. The British government now therefore aware that they had been culpable in not having had a sufficient force at hand to have defeated the troops which landed at Killala, before they had proceeded so far into the interior, were on the alert, and a squadron under the command of Sir John Borlase Warren, consisting of the Canada, of seventy-four guns, the Robust of seventy-four, the Foudroyant, eighty, the Magnanime, forty, and the Melampus, thirty-six, was ordered to cruize off Lock Swilly. On the 10th of October, the admiral was joined by the Amelia frigate from which he learnt that the French fleet had been watched from the time of her sailing from Brest, by three English frigates, and that it was close at land. About noon the next day, the English frigates made their appearance, and soon after the enemy. Sir John Warren immediately threw out the signal for chase, which was continued all that day, and the following night, the weather during the time being very stormy. On the morning of the 12th, the enemy was discovered to windward, with the line formed in close order on the starboard tack. The English squadron was at this time dispersed, and it was near two hours before they were prepared to receive the enemy. The action was began by the Robust and Magnanime against the Hoche the enemy's line of battle ship, and was continued for nearly four hours, when she struck. In the mean time the frigates were attacked by the rest of the British squadron. On perceiving the fate of the line of battle ship, the French frigates crowded all sail, and attempted to escape. They were pursued for five hours, a running fight being kept up all the time, when three of them surrendered; two of them carrying forty guns each, and the third, thirty-six. Another frigate of forty guns, having steered a different course was pursued by Captain Moore in the Melampus, who came up with her about midnight, and captured her. The loss of the enemy was sixty-eight killed, and one hundred and eighteen wounded: the British had only three killed and thirty-five wounded.

The government of France having constructed a great number of gun-boats, and flat bottomed boats at Boulogne, Dunkirk, Ostend, and the neighbouring ports, with the appearance, at least, of a design to invade this country, and aware that while we were masters of the sea, and closely watched their manœuvres, there was little probability of their being enabled to collect these boats in the usual mode, at one place, and as that would be necessary they resolved to transport them by the Bruges canal, To prevent this, therefore, the British government turned their attention. A plan for the destruction of the basin-gates and sluices was formed, and as the water near Ostend, where it was necessary the expedition should land, was very shallow, small vessels of war, and gun-boats were employed and early in May, two thousand troops under the command of General Coote, the naval superintendance, and direction being entrusted to Sir Home Popham, arrived off Ostend. It was found that the surf broke with great violence on the shore, caused by the wind having suddenly shifted to the west and the landing of the troops of course was attended with great difficulty, whilst the re-embarkation, if the surf continued, was considered extremely doubtful. General Coote, however, determined to land, which was effected without opposition. While the bomb vessels set the town on fire in many places, and much damaged the vessel in the basin. General Coote lost no time in proceeding against the sluices, and about twenty minutes past ten, completely succeeded in his object. It only remained now to get the troops on board; the surf continued, however, and they remained under arms all night, in hopes that it would fall, and they should then be enabled to accomplish it; but in the morning the enemy appeared with a great force, and the general, after defending his post with great bravery, was compelled to capitulate; thus rendering the object of the expedition, which they had completely accomplished, a dear purchase.

Bonaparte and the French directory now turned their attention to the subjugation of Egypt, viewing it as a valuable substitute for the West India islands, of which they had been stripped; and ulteriorly looking to it as a likely means of humbling her gigantic foe, England, by cutting off her wealth in the East Indies, and thus crippling her navy. Accordingly an immense flotilla, having on board a numerous army, with Bonaparte at their head, protected by a fleet commanded by Admiral Brueys, consisting of thirteen sail of the line; one of a hundred and twenty guns, three of eighty, and nine of seventy-four; seven frigates of forty guns each, and smaller vessels, making in the whole forty-four sail, sailed from Toulon on the 20th of May, and arrived off the island of Malta on the 9th of June, into which Bonaparte put, under pretence of watering, but in reality for the purpose of possessing himself of that island; which he effected in less than two days. On the 20th of June, Bonaparte sailed from Malta, leaving a sufficient force to guard this new possession, and on the first of July reached the coast of Egypt; and having effected the landing of his troops, and gained possession of Alexandria, he directed Admiral Brueys to enter the Old Port with his fleet: but this being impracticable, the fleet anchored off Aboukir.

Though the destination of this armament was unknown to the English government, yet they were not ignorant of its sailing: they therefore immediately sent instructions to Earl St. Vincent, to dispatch Admiral Nelson in quest of it.

Captain Trowbridge, therefore, was ordered, with ten sail of the line, to join Admiral Nelson, who was then cruizing in the Mediterranean with three sail of the line and a few frigates. About sun-set on the 8th of June, Captain Trowbridge with his reinforcement came up with the admiral; who having previously heard of the sailing of the enemy's fleet on 22nd May, from Toulon, with the wind N. W., proceeded up the Mediterranean in pursuit of them. He, however, first arranged the order of battle and plan of attack; he formed his squadron into two divisions: in the centre of the van his own ship was stationed, and in the centre of the rear-division was the Orion, Captain Sir J. Saumarez: to Captain Trowbridge, in the Culloden, was assigned the post of leading the line on the starboard tack; and

Captain Darby, of the Bellerophon, was directed to lead the line on the larboard tack.

After sailing for some time with considerable anxiety, doubt, and suspense, as to the destination of the enemy, Admiral Nelson at length, on the first of August, descried the object of his search in Aboukir Bay, drawn up in line of battle. Nelson now immediately hauled his wind, and the whole squadron immediately followed the example; he then made the signal to prepare for action; as soon as he had determined on the plan of attack, which was formed on the system he had before fully explained to the Captains of the fleet, he gave orders to prepare to anchor by the stern, and to wear at the same time. This manœuvre completely changed the relative positions of the ships; those, which while their heads were to the offing, were dropping astern to take their position in the rear, now took the lead, while those which had before composed the van, now fell into the rear. The next signal was to form the line of battle a-head; each ship to fall into her situation at the time best suited, without regard to the established order of battle, and in order to be ready for anchoring, a bow or cable of each ship was got out abaft, and bent forward.

The French fleet was moored, in a compact line of battle close to the shore. Their line described an obtuse angle, the flanks of which were defended by numerous gun-boats; while on the island, on their van, a battery of guns and mortars was erected. Formidable as the situation of the enemy appeared, Nelson was not to be deterred from his purpose,—difficulties but increased his ardour. Having surveyed their situation it immediately occurred to him, that if the enemy's ships had room to swing, there must be between them and the shore, sufficient anchorage room for the English ships,—on this therefore he resolved. During the day the wind had blown rather fresh from the N. W. and N. N. W. but towards the evening it had nearly subsided. The Goliah and Zealous were appointed to lead; and by the time these ships had arrived within a mile of the enemy's van, they began to fire with their starboard guns, the batteries at the same time commencing a cannonade, which was borne with great coolness; but Captain Foley, of the Goliah, soon changed the appearance of the combat, by passing round the bow of the enemy's van, and getting on the inside of their line, in which manœuvre he was followed by the whole of the van of the British squadron. Having effected this, Captain Foley laid the Goliah along side of La

Conquerant, the second vessel of the enemy's line, and dropped anchor; the Zealous followed, and dropped her anchor alongside Le Guerrier: the Orion, Audacious, and Theseus, also took their stations on the inside of the enemy's line, and a close action was immediately commenced.

In the mean time Admiral Nelson's ship, the Vanguard, anchored on the outside of the enemy, within half pistol shot of Le Spartiate, and by her fire not only considerably damaged the enemy, but protected the advance of the Minotaur, Defiance, Bellerophon, Majestic, Swiftsure, and Alexander. Captain Trowbridge, of the Culloden, in his anxiety to take his station on the van of the enemy's line grounded on the tail of a shoal, and every effort to get her off, was ineffectual till the morning of the 2nd, when she had lost her rudder and received other considerable damage.

Shortly after the battle became general the sun set, and darkness spread over the sea and land, which was only removed at intervals by the fire of the hostile fleets, by which the hemisphere was most awfully illuminated. About nine o'clock the enemy's van, as far as the fourth ship had surrendered; and a few minutes after, L'Orient, the centre ship of the enemy's was discovered to be on fire; when this was made known to Admiral Nelson, he instantly came from below, whither he had retired in consequence of a severe wound he had received on the head, and ordered that the boats of the Vanguard should be hoisted out to endeavour to save the crew. This humane measure was followed by others of the British ships, by which more than seventy of the men were saved. At ten o'clock she blew up with a most terrific explosion; for a few minutes after a death-like silence prevailed; the cannonade was then renewed, and continued till three o'clock in the morning. When day broke it was ascertained that the greater part of the ships of the enemy's van were dismasted, and had struck; a French frigate was seen going down; and the Bellerophon was at anchor some miles to the eastward without a mast standing. Part of the centre and rear of the enemy were still unconquered; and against them such of the British ships as had sustained least damage, proceeded; the action was renewed, but soon terminated by the surrender of L'Heureux and Mercure, and by the dismasting of Le Tonnant, only two of the rear effected their escape; a third made the attempt, but she ran on shore and was set fire to by her crew; two frigates also escaped.

Of the French line of battle ships only Le Tonnant remained unconquered; she was entirely dismasted and had driven considerably to leeward. On being summoned to surrender, her captain demanded that his crew (fifteen hundred) should be sent to France: he was told his surrender must be unconditional; and as he continued to keep his flag flying, the Theseus and Leander were ordered to attack him on the morning of the 3rd of August, but on their approach the captain hoisted the flag of truce.

The enemy's fleet consisted of thirteen sail of the line, and four frigates, and had on board twelve hundred guns and nearly eleven thousand men: of these nine sail of the line were taken, two were burnt, and two made their escape; one of the frigates was burnt, another sunk, and two escaped. Besides Admiral Brueys, two other admirals, and three captains killed, the French loss amounted to considerably above seven thousand men. The fleet under the command of Sir Horatio Nelson, consisted of thirteen sail of the line, and one fifty-gun ship, having on board eight thousand men, and carrying in all one thousand guns. The British loss amounted, in killed and wounded, to nine hundred men. Among the former was Captain Westcott, of the Majestic, who by his own merit alone had raised himself from the humble capacity of a cabin-boy, and had he survived this victory, his seniority would have gained him an admiral's flag.

During the battle the shores of Egypt were crowded with anxious and astonished spectators. The wing of the French army at Rosetta, though at the distance of thirty miles, were enabled by the use of glasses to obtain a confused sight of the engagement, and their anxiety was still greater than that of the natives, as the destruction of their fleet would cut off all their hopes of reinforcement, and, in case of their failing to conquer Egypt, prevent the possibility of their return to their native land.

The effects of this triumphant victory were felt over the whole of Europe. Austria made preparations for the renewal of hostilities against the French republic: the Turkish government shook off their lethargy, and issued a declaration of war. The King of Naples marched an army against Rome, with a view of driving the French beyond the Alps; and Russia sent a fleet into the Mediterranean, to act against the common foe.

When the intelligence of the glorious victory of the Nile reached England, exultation animated every British countenance. Parliament echoing the nation's voice, voted their thanks to the fleet, Sir

Horatio Nelson was created Lord Nelson of the Nile. To the captains of the fleet were awarded gold medals as a mark of the approbation of their sovereign; and the first lieutenants were promoted to the rank of commanders by the Board of Admiralty, while most liberal subscriptions were entered into for the relief of the wounded, and the widows and orphans of the slain.

The parliament, in order that Lord Nelson might be enabled to support his new rank, voted him a pension of 2000l. a year for his own life and that of his two next heirs; while from the Irish parliament he received a pension of 1000l. per annum. The East India Company, sensible of the importance of the victory as it respected the security of their possessions, presented him with the sum of 10,000l. Besides these he had other presents, as marks of gratitude and respect, from the City of London, the Turkey company, and other public bodies. But what he prized as the most honourable testimony of all was an elegant sword, presented to him by the captains of the fleet, having engraved on it the names of the ships, and of their commanders.

The honours and presents bestowed on Lord Nelson, for the glorious achievement of the 1st of August, were not confined to this country alone: the Grand Seignor, when the intelligence reached Constantinople, ordered a superb diamond aigrette, or plume of triumph, (taken from one of the imperial turbans,) to be sent to him; and a purse, containing 2000 sequins, to be distributed among the wounded British seamen; while the mother of the Grand Seignor sent the admiral a rose set with diamonds of great value. He was created Duke of Bronte, by the King of Naples, and the territory annexed to it, worth 3000*l.* per annum, ceded to him; and also presented him with a sword richly set with brilliants, and valued at 60,000 ducats.

The refitting of the disabled ships of the British fleet and the prizes occupied the attention of Lord Nelson till the 18th of August, when he sailed from Aboukir, leaving Captain Hood, with four sail of the line and two frigates, to block up the port of Alexandria, and prevent any supplies being sent to the French army in Egypt. Part of the fleet was put under Sir James Saumarez, with *orders to* take the prizes under his care, and proceed for England. On his way, after stopping at Sicily to obtain water and refreshments, Sir James was joined by a Portuguese squadron, and proceeding off Malta, he summoned the governor to surrender, but this not being complied with, he left the Portuguese squadron to blockade that island, and pursued his course to England.

On the 22nd of September, Lord Nelson, in the Vanguard, accompanied by the Thalia, arrived at Naples: the Culloden, Alexander, and Bonne Citoyenné, having reached there a few days before.

There are two events connected with this victory, which, as contrasting the cruelty of the enemy with the proverbial humanity and bravery of British seamen, deserve to be particularly recorded. The Leander, the fifty gun ship, Captain Thomson, had been ordered by Lord Nelson to convey Captain Barry, his lordship's own captain, with the dispatches to Earl St. Vincent, commander-in-chief in the Mediterranean: and on the 18th of August, being near the island of Candia, a large vessel was descried in the south-east quarter, standing down under easy sail. The Leander, on account of the importance of her mission, did not think it proper to put out of her track to attack the enemy; she would therefore have proceeded, had she not unfortunately been becalmed at the same time the strange sail was enjoying a fine breeze. It was soon ascertained that she was a ship of the line; and as the Leander was eighty men short of her compliment, and had suffered severely in her rigging during the battle of the Nile, Captain Thomson would have avoided an engagement with such a superior force if possible. This however could not be done, and every precaution was taken to enable her to sustain the unequal combat. When the strange ship first came near the Leander she hoisted Neapolitan colours, hoping to throw the British captain off his guard: this did not succeed, and he hauled down the Neapolitan colours, and immediately displayed those of the French republic. The Leander kept her course with all sails set; but the men were in readiness to alter her situation when necessary, so as to bring her fire to bear with the greatest effect on the enemy. Accordingly when the latter had come within half-gun shot of the Leander's weather quarter, she was hauled up so as to bring her broadside to bear directly on the enemy, and immediately poured in upon her a tremendous cannonade.

The firing was returned, the ships still keeping under a crowd of sail; and the Frenchman, gaining on the Leander, succeeded in laying her on board on the larboard bow, with the intent to board her, but the fire of the marines, supported by a furious cannonade, frustrated this attempt, and the enemy sustained a dreadful slaughter.

Captain Thomson however perceived that unless he could free his ship, the superiority of the enemy would enable him to succeed in his object. A slight breeze springing up gave the ships head way, and Captain Thomson with great promptness luffing under the enemy's stern, within a few yards of him, poured in every gun as he passed with great effect. The enemy was determined; and perceiving the guns on the starboard-side of the Leander were rendered almost useless, by the spars and rigging which had fallen on them, he took advantage of a light breeze to pass the Leander's bow, and recommence the action on that quarter, when Captain Thomson, with the advice of Captain Barry, was compelled to surrender. The French ship proved to be Le Genereux of seventy-four guns, which had escaped from the battle of the Nile. She had lost in this encounter one hundred men killed, and one hundred and eighty-eight wounded, out of a crew of nine hundred men. The Leander had thirty-five killed and fifty-eight wounded. Among the former were Captain Thomson and two lieutenants: The behaviour of the French Captain and crew was such as to deserve everlasting execration: they plundered the crew of the Leander of every-thing even to the clothes on their backs; and as a further confirmation of their barbarity and total want of humanity, they even stole the instruments of the English surgeon while he was attending to the wounded.

To the infamous conduct of this dastard enemy, let the following account of the gallantry and generosity of British seamen be contrasted, and the stain upon the character of the captain and crew of Le Genereux (for we will not include the whole French nation) is indelible. We have stated Captain Hood was left with part of the fleet after the battle of the Nile to block up the port of Alexandria, as the French had still a large flotilla, and a great number of gun-boats on the Nile; and whilst the Seahorse and Emerald frigates were cruizing off Alexandria, one of the gun-boats was observed to anchor near an Arab town, when the boats of the frigates were sent to bring her off, or if that was not practicable, to set fire to her. The French on the approach of the boats, deserted their vessel, and made for the shore. The destruction of the boat was easily accomplished; and the boats of the frigates were about to return, when they perceived that the crew of the gun-boat, on their landing were attacked by the Arabs, who put to death all who offered resistance, and were proceeding to strip those who quietly submitted. A few of these unfortunates, having escaped from these savages, made their way to the shore, and threw themselves upon the protection of the British.—The English seamen forgot that they were enemies,—forgot even that they were Frenchmen, (and Jack Tar has an insufferable aversion to *Mounseer*,) and resolved to use every endeavour to rescue them from the Arabs: to accomplish which it was necessary to swim ashore, and this they did, notwithstanding the danger was very great on account of the tremendous surf, and by means of small lines and casks, which they carried with them, succeeded in saving their lives.

Of the other naval transactions in the Mediterranean, the conquest of Minorca, without the loss of a single life, by commodore Duckworth and General the Hon. Charles Stuart; and the blockade of Malta by Sir Alexander Ball, who not only rendered this island of no use to the French, but while on this service dispatched a force sufficient to take possession of Jago, are all that we meet with worthy of record.

In the East Indies, information having been received by Captain Edward Cooke of La Sybille, that several rich Spanish vessels were lying in Manilla Roads, he, in conjunction with Captain Malcolm, of the Fox, proceeded against them. The first fruits of this gallant enterprize was the capture, in sight of all the people of Manilla, of three gun-boats, a guard boat, a felucca, and the Spanish admiral's barge, on board the last of which were twenty-three officers and men. Captain Cooke had so completely disguised his vessels, that they came on board, and continued there some time, without discovering their mistake. Besides the capture of these boats our captain succeeded in taking some valuable coasters, but in the chief object of the expedition they were disappointed: the two Spanish ships which had on board an immense sum, were ascertained to be at Cavita, where they could not be attacked.

The following are the principal actions between frigates or single ships which took place during the year 1798—

On the 29th June, Captain Sterling, of the Jason, Captain Milne, of the Pique, and Captain Newman of the Mermaid, whilst cruizing off the Saintes, discovered a large French frigate, to which they immediately gave chase, which was continued from seven o'clock in the morning till eleven at night, when she was brought to action by the Pique, and a running fight continued till two o'clock on the following morning, when the Jason came up, and the Pique, having lost her main top-mast, fell astern. The Jason had scarcely commenced the action when both she and the enemy ran aground. On the rise of the tide, the stern of the Jason swung round so as to expose her to the enemy's broadside: in this situation Captain Sterling ordered the guns to be brought aft, by which means, the only in his power for defence, he harrassed the enemy and so completely damaged her, that she soon struck her colours. In the mean time the Pique having refitted came up, not perceiving that the two ships were aground; she also ran ashore and was so much damaged, that it was found necessary to destroy her. The enemy's ship, with considerable difficulty was got off. She was La Seine, of forty-two guns, having on board six hundred and ten men, one hundred and seventy of whom were killed, and one hundred wounded. The Jason lost seven killed, and had twelve wounded, the Pique one killed, and six wounded. The Mermaid did not come up till after the enemy had surrendered.

Shortly after this, Captain Newman, in the Mermaid, who had not been enabled to join in the engagement with La Seine, had an opportunity of displaying his bravery and able seamanship, in an action much more desperate. The Mermaid, in company with La Revolutionaire, and the Kangaroo brig, were proceeding to Black Cod Bay, when they discovered two large frigates, to which they immediately gave chase; when the enemy steered different courses and consequently the Mermaid and La Revolutionaire separated. The brig accompanied the Mermaid, but having got up with the enemy before she could be seconded by the Mermaid, her fore top-mast was carried away by one of his stern chasers, and she was compelled to give up the chase. The Mermaid continued the pursuit for two nights and a day; at last the French frigate hauled her wind, and appeared preparing for action. As her deck was crowded with troops, Captain Newman, concluded that she intended to board him, this however he prevented, and at a quarter before seven in the morning the action commenced, both ships going before the wind. At half past nine the Mermaid, having received several shots between wind and water, and several of her guns having been rendered useless by the falling of her rigging was obliged to relinquish the contest. The French frigate was in no ways disposed to renew the combat, as she appeared to have suffered even more than the Mermaid, in her hull and rigging, and to have lost a considerable number of men. In the meantime the Kangaroo had fallen in with the Anson, Captain Durham, and shortly after their junction, the French frigate was again seen without her fore and main top-masts. The Anson was also greatly disabled. Captain Durham lost no time in bringing her to action, and after an obstinate resistance of an hour and a quarter, the enemy was compelled to surrender. She proved to be La Loire of forty-six guns, (pierced for fifty) having on board six hundred and sixty-four seamen, and soldiers, of whom forty-eight were killed, and seventy-five wounded. She had on board clothing for three thousand men, besides ammunition and stores. The Anson had two men killed and fourteen wounded, and the Mermaid three killed, and thirteen wounded.

On the 21st of April Lord Bridport having the command of the Channel fleet, threw out a signal for Captain Hood of the Mars to give chase to a strange ship, which was evidently keeping near the French coast in order to effect her escape through the passage Du Ray, in which it is probable she would have succeeded had not the wind been directly against her, the tide at the same time sitting in from the shore; she was therefore compelled to come to anchor. Captain Hood took immediate advantage of this, and with great skill laid the Mars alongside her, so close as to unhinge some of the lower deck ports, continuing a very bloody action for an hour and a half, when she surrendered. The battle was fought hand to hand. In this action Captain Hood fell. It was said the enemy had hailed the Mars, saying she had struck, and Captain Hood, anxious to prevent the unnecessary effusion of blood, ordered the firing to cease; the enemy however renewed the firing, (whether through a misunderstanding or by accident is not known,) but no blame was attributed to the French commander, who had behaved with great gallantry, and coolness during the action, and it was at this period of the conflict, that Captain Hood received his death wound. He had been carried below, and when he recovered his recollection, he expressed his regret that he had not been left at his post. The prize proved a valuable one. She was a new and well finished seventy-four, called L'Hercule, having on board seven hundred men. Her loss was appalling, having more than four hundred men killed or wounded. The loss on board the Mars, was, besides the brave Captain Hood, twenty-two killed, sixty-five wounded, and eight missing, supposed to have fallen overboard during the heat of this dreadful battle.

Another equally gallant action was fought between the Fisguard of forty guns, commanded by Captain Martin, and L' Immortalité, a new French frigate, mounting forty-two guns of very heavy metal. The Frenchman at first endeavoured to escape, but after a running fight which lasted an hour, the Fisguard succeeded in bringing her to close action.

L'Immortalité directed all her fire at the masts and rigging of the Fisguard, and soon succeeded in rendering her unmanageable, and then taking advantage of her situation, again attempted to escape. The extraordinary exertions, however, of Captain Martin and his crew, in a very short time retrieved the damage done to the Fisguard, sufficiently to prevent the enemy attaining their object, and after a renewed fight, which lasted one hour, and fifty minutes, L'Immortalité struck her colors and surrendered; having lost ten officers and forty-four seamen killed, and sixty-one wounded. The Fisguard had ten men killed and twenty-six wounded.

A brave but unfortunate action was also fought between the Ambuscade, Captain Henry Jenkins, commander, and the Bayonnaise, a large French privateer, which ended in the capture of the former after a most obstinate and sanguinary engagement, which but for a series of unfortunate accidents, would probably have terminated very differently. At the commencement of the action Captain Jenkins received a dreadful wound which carried away the top of his thigh bone; and scarcely was he gone below, when the master was killed. Lieutenant Mayne who had taken the command in the absence of Captain Jenkins, was next laid low on the deck by a cannon shot. Under these circumstances, the ship being deprived of her three most effective officers, Lieutenant Sinclair of the marines came forward, and volunteered to take the command, but scarcely had he assumed his new office when a ball struck him on the shoulder, and having been previously severely wounded, he was reluctantly compelled to go below.

The second lieutenant, Mr. Briggs, now took the command, but while he was exerting himself with the greatest bravery, a gun burst on the main deck. Dismay and terror spread among the crew, and neither the threats or persuasions of Lieutenant Briggs could keep the men at their stations. The Bayonnaise perceiving the confusion on board the Ambuscade took advantage of it, and being to windward, ran her bowsprit through the shrouds of the English frigate and was thus enabled to board her to great advantage.

A colonel and fifty soldiers boarded from the bowsprit, and soon cleared the quarter deck, and the crew not having yet recovered from the confusion and alarm occasioned by the bursting of the gun, were soon driven from the main deck, though the French officer and eleven men were killed before the Ambuscade surrendered.

There were ten killed and thirty-six wounded on board the Ambuscade, the captain of which most unexpectedly recovered from his wound, which was considered mortal, and was most honourably acquitted by a court-martial held on him according to custom for the loss of his ship. The evidence adduced on this occasion was most honourable to the officers and part of the ship's crew, and particularly pointed out the conduct of Mr. Penny, a midshipman, scarcely fifteen years old, who distinguished himself by the most cool and determined bravery, but the court in paying the due meed of praise to those who deserved it, did not omit to censure that part of the crew who, in consequence of the explosion of a gun, lost that presence of mind and intrepidity which is the distinguishing characteristic of British sailors.

1799.—The English government having had satisfactory information from various quarters, that the inhabitants of the United Provinces, particularly the north of Holland were tired of the French and the new government they had introduced, and that they would gladly co-operate with a British force, for the purpose of expelling them, and restoring the stadtholder, determined upon equipping a formidable expedition for this purpose; and as glory and success were confidently anticipated, it was resolved that the Duke of York should go over to take the supreme command.

On the 13th of August, the first division of the army sailed under convoy of Vice-admiral Mitchell. Lord Duncan was already cruizing in the North Seas, and his fleet was also to be employed on this expedition. On the 27th, the troops were landed without difficulty or loss: the bomb vessels, sloops of war, and gun brigs having scoured the breach, and driven the enemy to a considerable distance. At this time the Dutch men-of-war were lying at anchor in the Mars Diep; but as soon as our army gained possession of the Helder, they retired to Nieuve Diep. Admiral Mitchell understanding that the Dutch naval officers and seamen were in general well disposed towards the stadtholder, opened a communication with them, and soon obtained possession of nine armed ships and three Indiamen; the others refused to comply with his proposals, and proceeded up the Texel, whither the British admiral, after he had procured pilots, followed them with the whole of his squadron: positively telling them "that he was determined to follow them to the walls of Amsterdam unless they either surrendered to the British flag, or capitulated to the Prince of Orange."

The enemy were soon discovered lying at anchor in a line at the Red Buoy, near the Vlieter; and the English admiral, to give more imposing and commanding appearance to his proceedings, hoisted the signal for action, formed a line ef battle, and stood towards them; when, having drawn near to the Dutch fleet, he dispatched Captain Rennie with a summons to Admiral Storey, requiring him to hoist the flag of the Prince of Orange instantly, in failure of compliance with this demand, he must take the consequences, and the blood spilt would be on his head. The Dutch admiral, Storey, returned an answer in about an hour: he agreed to surrender the fleet under his command (viz. eleven sail): but this, he observed, "he was reluctantly compelled to do, since the traitors whom he commanded, refused to fight."

The operations of the army it is not the province of this work to notice; but the only honour attending this enterprize, was gained by the navy, and the navy only, and therefore it is most congenial to our feelings as Britons, that we can pass over in silence, the inglorious military operations of this expedition; and proceed to record the other exploits performed by British seamen on this occasion.

The coast of Holland, intersected by navigable rivers, lakes, and arms of the sea, afforded many opportunities for the British squadron to annoy the enemy and prevent them from sending reinforcements to their main army. There were lying at the mouth of the Zuyder Zee, a Dutch ship, and a brig of very superior force, and against these Captain Portlock, of the Arrow sloop, and Captain Bollin, of the Wolverene, determined to proceed; and notwithstanding they had to work against a strong tide, and were greatly exposed to the raking fire of the enemy, yet they succeeded in gaining possession of the Dutch vessels, and also in taking an island in the Texel, near to which they were lying. On the 21st of September, Admiral Mitchell, ever on the alert to forward the grand object of the expedition, took possession of several towns, and villages, and hoisted the colours of the Prince of Orange. These successes alarmed the enemy, and as they were now in great force, and had gained several advantages over the British army, they turned their attention to regain the conquests which the navy had made; and on the 11th of October, made a formidable attack on the town of L'Emmer, one of the places which had surrendered to Admiral Mitchell; but it was defended by British sailors and marines, with their usual bravery, and the enemy were compelled to retire, their loss being very considerable.

In the mean time the Duke of York, the commander-in-chief of the military part of this expedition, was reduced to capitulate with the enemy for the re-embarkation of his troops, which he was only enabled to obtain oy a stipulation that eight thousand of their seamen, prisoners then in England, should be liberated. We make no comment on the failure of this expedition; but hasten to the detail of the glorious achievements of the British tars, under Sir Sidney Smith, at the siege of Acre.

Bonaparte for a long time after he landed in Eygpt, had met with but little opposition; for the Turks, though they were hostile to him, could as an undisciplined body offer but little resistance to the veteran troops of France, headed by her most favourite and victorious generals: and having gained possession of the greatest part of Egypt, Bonaparte determined to advance into Syria; with the intent to remove out of the way the army of Achmet, Pacha El D'Jezzar, who commanded at the frontier town of Acre, and who had brought a great force to oppose the French army. In this expedition Bonaparte commenced his march with only one thousand men; they were the flower of his army, and all opposition to them was unavailing; and in a short time he sat down before Acre. Here, however, he was foiled, and that by the very man, who had just effected his escape from captivity, and who had therefore incurred his inveterate hatred.

Sir Sidney Smith, now in the Mediterranean, with a distinct command as Commodore on the coast of Egypt, having received intelligence from the Ghezzar Pasha, governor of Syria, of the progress of the French army in that province, and its approach to Acre, immediately hastened, with a part of the naval force under his command, to its relief, and on the 11th of March arrived before Caipha; and by great activity succeeded in getting the start of the enemy; which time he employed in making preparations for the defence of Acre. Bonaparte, determined to reduce it, and that with but little delay, had, though the place was neither by nature nor art strong, ordered round heavy cannon, ammunition, platforms, and every necessary for the siege on board the French flotilla; to these the British Commodore directed his attention, and on the 16th of March about eight in the evening, the whole of them were captured off Cape Carmel: the artillery landed, and mounted on the ramparts of Acre.

The French notwithstanding this succeeded in carrying their trenches within half pistol shot of the ditch place, and having effected a breach in the wall, attempted to take the town by assault. In this they were repulsed, the ditches being absolutely filled with their dead bodies. Nine several times did the French renew the attempt, each time with increased obstinacy, and each time were they repulsed with dreadful loss. In the mean time, instructed by the gallant and British Commodore, the garrison made frequent sorties, which keeping the French on the defensive, impeded the construction of their covering works. No relaxation was permitted on either side,—Greek had met Greek—the rival chiefs, independant of the importance of the object of contention, were stimulated by personal motives of glory, and of hatred. On the 7th of May, after the town had been besieged fifty-one days; a reinforcement for the British, under Hassan Bey, appeared in sight; and at the same time the besiegers were re-animated by the arrival of a fleet of corvettes and transports. The enemy's reinforcement landed before the arrival of the troops under Hassan Bey, and Bonaparte resolved immediately on making another attack on Acre: his success was partial; on the morning of the 8th, the French colours were planted on the outer angle of the tower; and at the same time the boats were seen with Hassan Bey's troops, who had just began to disembark. No time was to be lost; every thing depended upon the decision and bravery of Sir Sidney. He landed the crews of the boats, armed with pikes, at the mole, and headed them up to the breach, thus rallying the fugitive and terrified Turks, and at the same time supporting the few brave men of that nation who were still defending the breach. The French seeing this, advanced in great numbers: the ruins of the wall served as a breast-work for both parties, who approached so close to each other, that the muzzles of their guns touched, and their spear heads were absolutely locked together. After a most sanguinary contest, Sir Sidney Smith ordered that a sally should be made; the gates were accordingly opened; the Turks rushed out, but were driven back to the town with great loss. At this period Bonaparte was plainly seen, surrounded by his officers, on a mount called Richard Cour de Lion, and it was apparent from his movements that he had not abandoned the hope of gaining possession of his object: another assault was therefore anticipated and prepared for; it was made, and was conducted with more appalling determination than any of the former. The bashaw had resolved to follow the Turkish mode of warfare, by admitting the enemy into the breach, and then cutting them off. The French mounted unmolested; and conceiving that the garrison were either incapable or unwilling to offer further resistance, they proceeded with but little caution into the bashaw's garden, where they were attacked, and the greater part of them destroyed, the rest sought for safety by flight. Bonaparte was now completely vanquished: his grenadiers absolutely refused to mount the breach again; and on the night of the 20th of May, he was compelled to retreat, after a siege of sixty days. Part of his artillery had been put on board of the country's ships, to be conveyed, along with the wounded men, to Egypt; but the British Commodore, took effectual measures to prevent this, and they all fell into his hands. The conduct of Sir Sydney excited the warmest feelings of approbation and pride, in the breasts of his countrymen: his Majesty in his speech at the opening of the parliament noticed the heroism of the gallant Commodore, and the advantage which would accrue to the nation from his success; and both houses of parliament voted their thanks to him, and the officers, seamen, and troops under his command.

The only other naval events of this year, which we feel called upon to notice, are the actions between squadrons of frigates, or single frigates, and to a detail of these we proceed.

Sir Harry Burrard Neale, in the St. Fiorenzo, and Captain Herbert, of the Amelia, each of forty guns, whilst cruizing off the French coast, discovered three French frigates and a large gun-vessel, in the great road off Belleisle, apparently ready to come out. A sudden squall of wind carrying away most of the Amelia's masts, the enemy made sail: Sir Harry Neale, however, determined not only to protect his consort, but if possible to have some part of the French force. The Amelia in the meantime was actively employed in repairing the damage she had sustained, and was soon rendered so that she could be kept close and under command. An action soon commenced, but the French finding the British ships were well prepared, soon seemed disposed to discontinue a close engagement; and gradually edged down towards their own coast, and by this means they gained the protection of the batteries, which fired on the English frigates. The battle lasted in this manner, very nearly two hours, when the French frigates, being greatly damaged, took refuge in the Loire, and thus effected their escape.

On the 16th October, in the Bay of Biscay, the Naiad and Alcmene discovered and chased two Spanish frigates; they were soon afterwards joined in the chase by the Triton and Ethalion, when the latter of which succeeded in coming up with and capturing one of the frigates; which proved to be the Thetis of thirty-six guns, and two hundred and fifty men, from Vera Cruz, and having on board one million four hundred and eleven thousand two hundred and fifty-six dollars, being bound for any Spanish port she could reach.

In the meantime the other British frigates continued to pursue the single frigate, and the Spanish captain seeing no chance of escaping stood close on the rocks of Monte Lora; and the Triton, headmost and eager for the fray, while running at the rate of seven knots, struck on these rocks; fortunately, however, with great exertions she was soon extricated, and having received no damage, commenced a brisk fire upon the enemy. The other frigates were not long ere they joined the Triton; and the Spaniard bravely contending to the last, even against this unequal force, was compelled to strike his colours. She proved to be the Santa Brigada, of thirty-six guns, and three hundred men, and had on board, besides other articles of considerable value, one million four hundred thousand dollars. We have recorded these actions more on account of the immense value of the prizes, than for any particular gallantry on the part of the victors. The treasure was sent to the Bank of England, and when the division took place the crews of the four British frigates received the following extraordinary sums as their shares of the Prize:—

Captains each	£40,730	18	0
Lieutenants ditto	5,091	7	3
Warrant Officers ditto . . .	2,468	10	9½
Midshipmen, &c. ditto . . .	791	17	0¾
Sailors and Marines ditto . .	182	4	9¾

In the Mediterranean a gallant exploit was performed by Captain Peard of the Success frigate: a Spanish polacre, which she was in chase of took refuge in the harbour of La Seva. Captain Peard was determined to have her, and accordingly ordered his boats to the attempt; they found her defended by a strong boarding netting, and under protection of a small battery. The boats' crew were only forty-two in number, but they were true British hearts, and not to be deterred from their object; and their intrepidity was crowned with success. During this enterprize, a marine, who had his right arm broken by a grape shot, was asked by the officer commanding the boat, if his arm was not disabled, to which he heroically replied, "Yes, it was; but, thank God, though he could not pull a trigger with his right, he could handle a cutlass with his left hand." This he actually did do, and notwithstanding his wound, was active in assisting to board and carry the polacre.

In Ballasore Roads, in the East Indies, another proof of the superiority of British skill and seamanship, even when opposed to a superior force, was strikingly displayed: Captain Edward Cooke, in the La Sybille, of forty guns, after an obstinate and sanguinary contest of an hour and forty minutes, dismasted and captured a French frigate of fifty-four guns and seven hundred men. So tremendous was the fire of the English frigate, that the crew of the enemy were twice driven from their quarters; and when she surrendered, her decks exhibited a most dreadful scene of blood and slaughter. Her captain (as gallant an officer as any in the enemy's service) and nearly all the officers were either killed or wounded. On board the English frigate the loss (if we except Captain Cooke, who died of a wound he received during the action, on the 23rd of May,) was comparatively trifling, three killed and eighteen wounded.

The records of 1799 cannot boast a more daring, gallant, and truly British enterprise than the one which we are about to detail, and with which we shall close the year's report:

In 1797, the crew on board the English frigate, Hermione, mutinied, and carried her into a Spanish port in the West Indies, and in 1799 she was discovered by Captain Edward Hamilton, in the Surprise, of twenty-four guns, lying in La Guira, on the island of Porto Rico, ready for sea, mounting forty-four guns, with a company of three hundred and twenty-one officers and sailors, fifty-six soldiers, and fifteen artillery-men on board; and the English captain, determined, to use his own language, for the honour of his country, and the glory of the British navy, to make an attempt to cut her out." The undertaking demanded every energy that the courage of British tars could put forth; the port in which the Hermione lay being defended by two hundred pieces of cannon. Captain Hamilton announced his intention to his crew, which was received by three cheers; and at half-past twelve on the morning of the 25th of October, the boats, containing one hundred men, proceeded on their enterprise; they first met and beat the launch of the Hermione, and then attacked the frigate herself, which they boarded, gaining possession of the forecastle with but trifling resistance: on the quarter deck a determined defence was made, but even here, in less than an quarter of an hour, they succeeded; they now proceeded to the main-deck, which offered a long and still more bloody resistance. A part of the boats' crew during this time had cut the cables, hoisted sail, and by the assistance of boats a-head to tow, were getting

ting the frigate out of the harbour; still, however, the main deck bravely held out, and when at last they were driven from it, they retreated to the lower decks, and continued firing till all their ammunition was expended, and then, and not till then, did they call for quarter. The Hermione had one hundred and nineteen killed, and ninety-seven wounded: of the crew of the Surprise none were killed, and but few wounded; among whom was the hero of the enterprise, Captain Hamilton, who had received six wounds during the action. For the intrepidity and gallantry he had shown in this affair, the captain of the Surprise received the honor of knighthood.

1800.—Bonaparte, foiled in his attempts against Acre, was compelled, by the internal state of affairs in France, and the difficulties which presented themselves to any further advantages in Egypt, to turn his attention to the means of escape from that country, and most surprisingly eluding our cruizers in the Mediterranean who were on the look out, he succeeded in his object. On his arrival in Paris, he immediately assumed the reins of the distracted government, under the title of consul; upon which he lost no time in addressing a letter to the King of England with proposals for peace. The first business of the parliament, when it met in January, 1800, was the consideration of these proposals. A discussion arose; but the ministry, who, since the battle of the Nile, had formed on the continent a systematic combination against the power of the French republic, and who were determined to give it every assistance our navy was capable of affording, opposed the overtures of the consul, insisting that no peace could be made with France, while she was actuated by the spirit, and entertained the views she now did; these sentiments prevailed; and accordingly the proposals were rejected.

The French royalists having again mustered in considerable force on the coast of Brittany, and having solicited the assistance of the English government, in the month of June, Sir Edward Pellew, with a squadron of ships of war, having a large body of troops on board, under Major-general Maitland, were dispatched on this service. Quiberon and the bay of Morbihan were the places supposed best not only for landing the troops, but where a co-operation with the royalist force might be effected with the greatest success. The forts on the south-west-side of Quiberon were destroyed; some vessels were cut out and captured; but the royalists had misrepresented their force, and the expedition terminated without any other either permanent or important success. The British commanders now turned their attention to an attack upon Belleisle, but from some unavoidable delay the execution of their project was frustrated; the enemy having got intimation of their intention, had collected a very powerful force; and although the island of Houatt, had been taken possession of by the British force, yet they were compelled to abandon it; and the troops proceeded to the Mediterranean. This expedition, therefore, if viewed solely with reference to the assistance it was to render the loyalists, was a complete failure: but as distracting the French government, and preventing their sending the forces they otherwise might against their continental foes, it must be considered as a wise and beneficial measure.

In the month of August an expedition against Ferrol was undertaken. A large body of troops, under the command of Sir James Pulteney, were embarked on board Sir J. B. Warren's squadron; the troops were landed at Playa de Dominos, near Ferrol, under the able measures of the admiral, without the loss of a single life. The troops were attended by a number of seamen, with scaling ladders, in order to get the guns up the heights that commanded Ferrol; the troops advanced against the enemy with great spirit, drove them back and succeeded in gaining possession of the heights: but on the evening of the 26th, the general intimated to Sir John B. Warren, his intention to re-embark his troops, as no further successful operations could be carried on on account of the strength of the country, and of the enemy's works. This was effected with great order and regularity, and without loss. From Ferrol the squadron proceeded to Vigo, where a French privateer, lying close to the batteries in Vigo Bay was discovered. The admiral ordered the boats of the squadron to be manned for the attack, and the command and direction of the enterprize was entrusted to Lieutenant Burke. The crew of the privateer were prepared for them; her captain was determined to defend her to the last, and that his crew might not give way, and fly below, he had covered over the hatches. As the boats advanced to the attack they were cheered by the privateer's-men;—these were foes worthy of contending with;—the English pushed forward, boarded the privateer, and in fifteen minutes obtained possession of her. The loss of the privateer was twenty-five killed and forty wounded; of the latter was the gallant captain, and his wound was mortal. Of the British, four were killed, and among the wounded of whom there were twenty, was the brave director of the enterprize, Lieutenant Burke.

In the Mediterranean, Lord Keith, who commanded the fleet on this station, was employed in co-operating with the Austrians in the siege of Genoa; and Lord Nelson who served under Lord Keith, was at the same time employed in the blockade of Malta; while he was on this station intelligence had been received that a squadron of the enemy were about to attempt its relief, and Lord Nelson was directed to proceed to windward of the island with three sail of the line: on this cruize he fell in with and captured Le Genereux of seventy-four guns, bearing the flag of Rear-admiral Pervie, commander-in-chief of the enemy's naval force in the Mediterranean, bound from Toulon, with a number of troops for the relief of Malta.

Lord Keith was indefatigable in his exertions in favour of the Austrians, and in harassing the French troops in Italy, who having obtained possession of the small island of Cabrera, about thirty miles from Leghorn, his lordship determined on attempting its reduction, and accordingly, in the month of March, sent his own ship, the Queen Charlotte, under Captain Todd to reconnoitre the island. But, melancholy to relate, when within three or four leagues off Leghorn, she was discovered to be on fire, and though every assistance was immediately given from the shore, and every effort resorted to by the crew, she was totally destroyed. The boats from the shore, when they approached her, were terrified by the firing of the guns, which being shotted, when heated went off in all directions. Captain Todd, and the first lieutenant remained on deck to assist in saving the lives of the crew, and fell a sacrifice to their humanity. Of the crew of the Queen Charlotte, which, with the exception of some few on shore, amounted to upwards of eight hundred and forty, only one hundred and sixty-seven were saved.

Lord Keith, on the loss of this ship, hoisted his flag on board the Minotaur, and proceeded to blockade the port of Genoa, which he continued to do until the French evacuated the whole Genoese territory.

The blockade of Malta still continued; and it was not until it had been harassed by the British force for nearly two years, that the fortress of Valette, with the whole island, surrendered to the British.

We shall now proceed to notice the most remarkable transactions of the year, as it respects the gallantry displayed by individual ships, or other interesting and particular events.

On the 30th of March, during the blockade of Malta, Captain Blackwood, in the Penelope, of thirty-two guns, standing close into Valette, in order the better to observe the motions of the enemy, descried a large ship, apparently a French line of battle ship, and immediately giving information to Captain Dixon, under whose directions the blockading squadron was at this time: he hoisted the proper signals and proceeded in chase of the enemy in the Penelope. It was at this time completely dark; the squadron under the direction of Captain Dixon cut their cables, being guided in the pursuit solely by the guns of the Penelope. In the morning Captain Dixon, in the Lion, a sixty-four gun ship, came nearly up with the enemy, and observed the Penelope, within musket-shot, raking her in a most successful manner: she had already so far disabled her as to have reduced her to the necessity of steering with her head sails only, having the wind on her quarter. The Lion was immediately laid alongside; the two ships were for a time entangled; but Captain Dixon, aware of the enemy's great superiority of force, laid the Lion across his bow, thus preventing the enemy's boarding him, and at the same time securing himself from receiving his whole broadside; and in this position he poured in a most efficient and tremendous fire. The French captain, a gallant and noble fellow, did all he could to take a position which would enable him to board the Lion, but was prevented by the great skill of Captain Dixon. In a very short time the Foudroyant, of eighty guns, Captain Sir Edward Berry, came up, and called to the enemy to strike; the Frenchman, however, still held out, notwithstanding the damage he had sustained, and the tremendous force opposed to him, and continued to defend himself for an hour and a half; when finding longer resistance unavailing, he struck his colours. The enemy's ship proved to be the William Tell, of eighty-six guns, having on board one thousand men; and was the only vessel which the French had left out of all those that were in the battle of the Nile.

So numerous are the instances that we have had to record of the extraordinary intrepidity and heroism of British sailors, that we know not how to vary the terms by which we would designate each individual enterprize: the one we are now about to relate, we are almost inclined to write, is without a parallel—at all events, none but British sailors would have conceived or could have executed it:—Sir John Borlase Warren having received information that a ship of war, with a large convoy of the enemy, were lying within the island of Normontier, destined for the fleet at Brest, resolved on attempting their destruction. The direction of this enterprize was given to Captain Martin, and the boats to be employed were ordered to assemble on board the Fisguard. The enemy's vessels were lying within the sands in Bourneuf Bay, moored in a strong position, and under the protection of six heavy batteries, besides flanking guns on every projecting point. Captain Martin arranged, with great skill, the boats destined for the attack in three divisions; and the immediate direction and command of the enterprize was given to Lieutenant Burke, of whom we have before made honourable mention. The boats left the Fisguard soon after it became dark, and by midnight they reached their destination, when they immediately boarded, and after an obstinate resistance, succeeded in gaining possession of the ships of war, four armed vessels, and fifteen merchantmen, which, finding it utterly impracticable to bring them out, they set fire to, and the whole were destroyed; they had accomplished their object—but their situation at this moment was dreadful, the tide had fell, and their boats were left completely dry: they were exposed to a continued fire from the forts, and besides this, a body of four hundred soldiers drew up in their rear, and fired upon them, with most appalling effect. It is at this critical period that the undaunted spirit, the hardihood and daring of this little band of Britons, presents a picture to the mind of Englishmen too powerful to dwell upon; and to those of her enemies a conclusive proof, that as our own Shakspear has it "Come the four quarters of the world in arms and nought shall make us run." &c. But to pursue our detail,—at this critical period they resolved to attack some other vessel of the enemy large enough to secure the escape of the whole party, as there was no possibility of their getting off all their own boats: they therefore set out on this new enterprise, and succeeded in gaining a vessel large enough for their purpose, this vessel lay on the opposite side of the bay; and before she could be of any service to them, she was dragged upwards of two miles over the sands; the heart bleeds at the record, whilst it glows with pride at the noble daring and success of these heroes, they accomplished their laborious undertaking, but before she was a-float, they were up to their necks in the water. On this enterprize were employed seven officers, eleven petty officers, one hundred and thirteen seamen, and sixty-one marines: of this number one hundred reached the Fisguard, four officers and eighty-eight men were made prisoners.

In September, Captain Godfrey, in the brig Rover, a privateer of fourteen four-pounders and fifty-five men, whilst cruizing of the Spanish main, being becalmed near the land, discovered, a schooner and three gun boats making towards him. In a short time, the enemy having the advantage of oars, came close up with the Rover; and Captain Godfrey, hearing the commander of the schooner give orders to the gun-boats to board the Rover, while the schooner run up on the starboard quarter, permitted them to advance within about fifteen yards; he then put the privateer round, so as to lay her starboard broadside across the bow of the schooner; and in this situation he poured in an effective fire of great and small shot, raking her deck, which was full of men prepared for boarding, fore and aft. He now ordered the Rover to be put about again, and raked both the gun-boats, destroying an immense number of men. Having thus rendered the gun-boats incapable of injuring him, and perceiving that the schooner was preparing to renew the attack, he directed his attention solely to her. The action continued nearly three hours. The sails and rigging of the schooner were soon completely disabled; and a slight breeze springing up, enabled the Captain of the Rover to back his head sails and bring his stern on board of the enemy, when he boarded and carried her. She had been fitted and sent out expressly to take the privateer: was mounted with ten six-pounders and two twelve pound carronades, and a complement of one hundred and twenty-five men: she was called the Santa Ritta; her loss was very great, every officer, except one, was killed; fourteen men were found dead on the deck, when she was boarded, and seventeen wounded. On board the privateer not a man was hurt.

Captain Milne, cruizing off St. Domingo, in the Seine, a frigate mounting forty-two guns, discovered a large ship standing to the northward, and immediately gave her chase. About midnight he brought her to action by firing at her rigging; every exertion on the part of the enemy was made to effect an escape: this Captain Milne prevented, but was not enabled to bring her to a close engagement. Clearly perceiving the disposition of the enemy, the British captain employed his men during the remainder of the night in repairing the damage he had sustained; and by day-light in the morning succeeded completely in effecting his desideratum,—a close action. The battle raged with dreadful violence for an hour and a half; and by this time the enemy's ship had lost her fore-mast, mizen-mast, and main-top-mast, which fell on board, and created such confusion, that when they had determined on surrendering, it was absolutely necessary for an officer to come out on the end of the bowsprit, *for from* no other part of the vessel could he have been seen, to announce that she had struck. She proved to be the Vengeance, mounting twenty-eight eighteen pounders on the main-deck, sixteen twelve-pounders and eight forty-two pounder carronades on her quarter-deck and fore-castle, besides shifting guns on the main and quarter-decks. At the commencement of the action she had four hundred and fifty-three men, when she was taken, only two hundred and ninety-one were found. On board the Seine one officer and twelve men were killed, and three officers and twenty-six wounded.

Contempt of danger, a love of glory, and a spirit of heroism which expands with, and becomes elated by, every rising obstacle to the attainment of their object is the characteristic of the British seaman: and the enterprise which follows is one in which these qualities were most pre-eminently conspicuous.—Lieutenant Coghlan, of the Viper cutter, whilst employed in watching Port Louis, observed several of the enemy's vessels in the harbour, and having informed Sir Edward Pellew, the commanding officer, and obtained his permission, he resolved to attempt the capture of a gun-brig, mounting three long twenty-four pounders and four six pounders, full of men, and lying at anchor with springs on her cables: accordingly, with twenty men (volunteers) in two boats, he set out on this most arduous and dangerous enterprise. The intricacy of the navigation rendered the harbour difficult of access; three batteries were within pistol shot of the gun-brig, and a seventy-four and two frigates were within a mile of her. The enemy were soon apprised of the intent of the gallant lieutenant; nor this, nor the circumstance of the boat in which he was being close alongside of the gun-brig, whilst his companions were at a considerable distance, at all discouraged our hero: he was aware much depended upon instant and firm action; but it was still dark, and in attempting to board, he got entangled in a net which was hung out to dry, and being pierced in the thigh with a spear, he, and several of his men, were knocked back into the boat. They were not to be dismayed; they hauled the boat further a-head, and again boarded her. Their opponents consisted of eighty-seven men, sixteen of whom were soldiers: the conflict was sanguinary, but the bravery of the Britons succeeded, and Lieutenant Coghlan brought off his prize notwithstanding the fire of the batteries, and several vessels which lay around her. Only one man was killed, and eight wounded on this daring enterprise; among the latter were the heroic Lieutenant Coghlan and a midshipman.

After the record of so many gallant exploits and instances of chivalrous devotion to their country's glory, performed by British seamen, it is painful to detail a deviation from this honourable and noble path; and but that as historians we are compelled to the task, we would gladly consign to oblivion the following base instance of treachery:

The Danae, Captain Lord Proby, one of the ships employed to watch the enemy's fleet in Brest, on the 14th of March chased an armed brig into Camaret Bay; on the day after, when she had returned to some distance from the coast, forty-one of the ship's company, headed by a man of the name of Jackson, a captain of the fore-top, and assisted by the prisoners on board, having secretly formed the plan, and determined on giving the vessel into the hands of the enemy, at about nine o'clock at night, rushed on the quarter deck, knocked down the master and threw him down the main-hatchway: and in order to prevent the great majority of the crew, who were ignorant of their intentions, from offering any resistance, the mutineers fastened down the grating of the hatchways, and placed the boats, filled with shot, over them. The officers were now alarmed, and in order to intimidate them, the mutineers pointed the guns aft, and fired through the cabin, but fortunately without injuring any body. Lord Proby now attempted, with his officers, to get up the ladder of the quarter-deck, but they were forced back into the cabin, and sentinels placed over them. Jackson now took the command of the frigate, and steered for Camaret Bay, where he anchored, and sent a boat on board a French armed brig that was lying there. The lieutenant who commanded the brig returned with the boat to the Danae; and on his asking Lord Proby to whom he surrendered, his lordship spiritedly answered, "To the French nation, but not to mutineers." Two of the British blockading squadron, apprehensive that something was wrong, gave chase to the Danae, but Jackson having obtained possession of the signals, hoisted the one which indicated that the Danae was giving chase, they therefore did not press forward. Captain Lord Proby had secured the private signals and destroyed them. His lordship and his officers were treated with marked politeness and attention by the French commander, while the mutineers were marched to Dinan prison.

It is with satisfaction that we hasten from this detail of treason, and that we can close our year's report with an account of the noble intrepidity and coolness of a boy, which entitles his name to an imperishable place among the heroes of his country.

The Amity, a pilot boat belonging to Bembridge, being on the look-out, and the day being very hazy, a lugger privateer of the enemy was close upon her before she was perceived. To the master of the pilot boat there appeared no hope of escape, as the enemy was rowing with thirteen oars on each side, and there was little or no wind: he therefore determined to leave her to her fate, and endeavour to get away in a small boat which was lying along-side. The crew of the pilot-boat consisted but of three, the master, another man, and a boy, named James Wallis: the two men got into the boat; but the boy resolved not to quit the pilot vessel, and no persuasions could induce him to alter his determination. He desired the master would take care of his watch and the little money he had, and give them to his father, and having promised him this, and finding it was but waste of time to offer further persuasions to him to accompany them, they left him to his fate.

The privateer at this time was within a quarter of a mile, and was very rapidly approaching. In a few minutes she ran up under the lee-quarter of the pilot-boat, with an intention to grapple her, and was in the act of throwing the grappling line, when the boy put the helm of the boat down, and tacked; the enemy had lowered part of his sails while in the act of grappling, and before he could resume his course, the boy, by his skilful manœuvre, was enabled to make head-way. The enemy now began to fire small arms and swivels at him, but without effect: they however again came up with him, and he tacked again, and weathered them about the length of the lugger; the privateer on this was also compelled to tack, sailing in the wake of the boat. Whenever the lugger set her sails the boy regularly tacked; and this was repeated sixteen or seventeen times. The distance between them was seldom more than thirty yards, yet notwithstanding the privateer kept up a constant fire, she did not succeed either in wounding the boy, or in damaging the rigging or hull of the pilot-boat. For two hours did the coolness and presence of mind of this gallant lad enable him to baffle every attempt of the lugger; when a slight breeze springing up, and the pilot-boat having shot a-head about a cable's length, the enemy, after having fired all his small arms and swivels, observing no chance of success, bore up and left her: and thus the undaunted firmness of our brave tactician succeeded in defeating all the attempts and manœuvres of a fast sailing vessel, fully manned, and resolutely bent on his capture; this too, alone—no adviser; anxiously watching the enemy, and at the same time successfully managing the helm and sails; an achievement worthy of the oldest seaman in the navy, accomplished by a boy—James Wallace.

1801.—On the 2nd of February his majesty delivered his speech to both houses of parliament; in which he insisted on the injustice of the armed neutrality which had been formed by the northern powers, for the purpose, as they said, of securing the liberty and independence of the seas; but evidently with the view of crushing the naval power of Great Britain. Of this armed neutrality we shall briefly speak.

Bonaparte having succeeded in detaching the, at this time, capricious Paul of Russia, from the continental confederation, resolved, if possible, to render him subservient to his views against the maritime power of Great Britain; in this our ministry, by their unwillingness to give up Malta to the mad emperor, upon which he had set his mind, seconded the views of the politic Corsican, who had promised Paul that as soon as Malta could be wrested from the English it should be his. Having succeeded in gaining Russia to aid in his favourite schemes of *Liberté de Mer*—Liberty of the Seas,—he turned his attention to Denmark and Sweden, who, by the powerful interference of the Emperor Paul, joined to other causes, were prevailed upon to join this armed neutrality. The courts of Denmark and Sweden had pretexts sufficient of their own for this conduct; they had been aggrieved by the right which our cruisers insisted on of searching their merchant ships, and readily entered into a project which promised to destroy this power.

Prussia also had her pretext for joining this confederacy. On the 10th of September, 1800, the Emperor Paul caused to be announced, as his opinion, that a rupture would probably ensue between Russia and England; and on the 7th of November, in the same paper, the Petersburg Gazette, an official note was published, addressed to the foreign ministers at that court, declaring that his imperial majesty had commanded that an embargo should be laid on all English ships, till the convention between him and that country, by which he was promised the possession of Malta, should be ratified.

There were at this time in the ports of Petersburgh, Riga, Revel, and Cronstadt, nearly three hundred British ships; these were seized, and their crews marched into the interior of the country, some to the distance of a thousand miles, and thrown into prison; and at Narva, the British seamen offering some resistance to this measure, all their vessels were burnt by order of the emperor. On the 16th of December, 1800, the northern confederacy was signed by Russia, Sweden, and Denmark; and on the 19th was acceded to by Prussia.

The English government, though they were inclined to settle this business by an amicable negociation, yet determined to meet the northern embargo on our ships by a similar measure: and accordingly seized on all ships belonging to them lying in British harbours; of these, belonging to Sweden alone, two hundred were either seized at sea or detained in English harbours.

The naval force of this confederacy may be stated as follows:—the Danes, about twenty sail of the line, fourteen frigates and cutter-brigs, mounting from twenty to forty guns each: seventeen gun-boats, carrying twenty-four guns each, and guard-ships. Sweden, eighteen ships of the line, fourteen frigates, sloops, and other vessels of war, seventy-four gallies and flat-bottomed boats, and gun-boats. Russia, eighty-two sail of the line, forty frigates, with gallies and other small craft. Prussia can hardly be regarded as a maritime power.

The Danes, supposing Copenhagen would be the first object of our attack, had taken every precaution to strengthen it, and the whole island of Zealand; the Sound, particularly, was fortified both on the Swedish and Danish sides. Batteries were erected on the island of Amack, and on the Sproe in the Belt; and furnaces were prepared in all the batteries, and artillery-men stationed, for the purpose of firing red-hot shot.

The British ministry having failed in their attempts to bring about a reasonable accommodation, now prepared for the dissolving of this formidable confederacy; and accordingly a fleet, consisting of eighteen sail of the line, and four frigates, bomb-vessels, and gun boats, in all amounting to fifty-two sail, having on board several regiments of marines and of riflemen, was fully equipped, and sailed from Yarmouth on the 12th of March; Admiral Sir Hyde Parker, commander-in-chief, and Lord Nelson second in command.

When this fleet arrived in the Cattegat, the admiral dispatched a letter to the governor of Cronenburgh, in which he demanded directly to be informed whether he should be permitted to pass that fortress in a peacable manner: adding, that he should deem the firing of the first gun a declaration of war on the part of Denmark. To this letter the governor replied, that as a soldier he could not meddle with politics, but that he was not at liberty to permit a fleet (the intentions of which were not known) to approach the guns of the castle he had the honour to command. On this, Sir Hyde Parker, immediately entered the Sound, keeping near the Swedish coast, from which he received no hostile indications, and the fire from the castle of Cronenburgh was harmless, and came to anchor near the city of Copenhagen, when the Admirals, Parker, Nelson, and Graves, reconnoitred the preparations for its defence. These consisted principally of a strong line of ships, pontoons, galleys, fire-ships, and gun-boats, all of which were ranged in the road of Copenhagen. Near to the road are two small islands called the Crowns, and on these were erected formidable batteries, which supported the line of ships. In the inner road of Copenhagen, two seventy gun ships and a frigate lay, while, on the starboard side of the entrance into the arsenal, two ships of sixty-four guns each, without masts, were moored. Two days were spent in examining these preparations, when the admirals arranged the plan, and resolved on commencing the attack from the southward. Lord Nelson volunteered his services on this arduous enterprize, and having examined and buoyed the outer channel of the middle ground, he proceeded with his force, twelve sail of the line, all the frigates, bombs, fire ships, and small vessels, to an anchorage off Draco Point. The other part of the fleet were to menace the Crown batteries, and the four Danish ships of the line that lay at the entrance to the arsenal.

Lord Nelson, on the morning of the 2nd of April, threw out the signal for the attack; the first object was six sail of the line, eleven floating batteries, carrying from eighteen eighteen-pounders to twenty-six twenty-four pounders, one bomb ship and gun-vessel. The navigation in this part being narrow and intricate, the Bellona and Russel, of Lord Nelson's fleet, took ground; they were, however, of some service in the attack; the Agamemnon too, not being able to weather the shoal, which lay in the middle of the entrance, was compelled to anchor. These vessels were intended to have acted against the Crown batteries, and therefore the British line on that service was inadequate; and the result of this misfortune was that the Monarch and the Defiance suffered very severely; and Captain Rion, to whom Lord Nelson had given the command of a small squadron of frigates, was exposed to a most galling fire, in which he lost his life.

Nelson hoisted his flag on board the Elephant, and abreast of her were stationed the bomb-vessels; the gun-boats could not stem the current, and were of little service.

About ten o'clock the action commenced: the Edgar, Captain George Murray, led the van; and for more than four hours and a half the fight was most obstinately contested. The Danes fought in view of their prince and their wives and families, and their courage in this, as in almost every instance, was most conspicuous: it is sufficient to say, that Nelson was their opponent. The British seamen, animated by his exertions, were invulnerable. At this time the Danish fire slackened, and it was evident victory must declare for the English. Lord Nelson now perceiving that most of the Danish ships and batteries were in his power, desired to have pen and ink, and having obtained these, he wrote a note, in which he declared he had instructions to spare Denmark when no longer resisting; but if the fire continued he should be obliged to destroy all the floating batteries which he had in his power, without even the possibility of saving the brave Danes who defended them. This note he directed "To the Brothers of the English, the Danes." The officer who attended his lordship offered him a wafer to put into it; but Nelson with a coolness which shewed his knowledge of the human mind, demanded that a candle and wax might be brought him, observing that this was no time to be informal, as he wished to impress the Danes with the idea that it was on their account and not on that of the British, that he now wrote to them; this effect it would not have if it appeared to have been written in a hurry or with any perturbation: and accordingly it was sealed with a much larger seal than usual, and with greater formality. The policy of Nelson was the more conspicuous, as at this time the principal batteries, as well as ships were still unconquered; two of his own vessels aground, and exposed to a heavy fire, and if the battle continued, others might be exposed to the same fate; and at the same time he saw that it was scarcely practicable to bring off the prizes under the fire of the batteries.

On the receipt of the note the Prince-Royal sent an officer to enquire the object in sending it; Nelson replied, humanity, and that with humble duty to his Royal Highness he should consider this the greatest victory he had ever obtained, if it should be the means of an amicable arrangement of the differences between his, our most gracious sovereign, and his majesty the King of Denmark. Lord Nelson, at the same time told the Prince, and the officer who brought the message from the Prince, "that the French fought bravely, but that they could not have stood an hour the fight which the Danes maintained for four:" and he added, "I have been in one hundred and five engagements in the course of my life, but that of to-day was the most terrible of all."

An armistice was concluded for fourteen weeks, by which the British admiral was to reap all the fruits of this victory.

The loss of the Danes, according to their own publishing, amounted to between sixteen and eighteen hundred men; that of the English, nine hundred and forty-three killed and wounded.

Lord Nelson was left at Copenhagen with the disabled ships; while Sir Hyde Parker having learnt that the Swedish fleet had put to sea from Carlscrona, with the intent of joining the Russian fleet at Revel, proceeded towards the northern extremity of the island of Barnholin; but as soon as the Swedish admiral learnt that the British were in search of him, he returned to port.

About this time the death of the Emperor Paul was announced, as also the accession of Alexander, which led to an adjustment of the differences, first with Sweden, and afterwards with Russia.

In the month of July, circulars were sent to the Lord Lieutenants of counties, informing them that the enemy were making preparations for invading the country by means of flat-bottomed boats; that the fleet in Brest harbour, amounted to fifty-two sail of the line, and that the whole line of the French coast, along which were placed the gun-boats, flat-bottomed boats, and ships fully equipped, were constructed redoubts, and furnaces erected for making red-hot shots, for the purpose of preventing any attacks from the British; and that therefore it was particularly recommended to them, that their respective corps, cavalry and infantry, should be assembled and exercised as frequently as their necessary avocations would permit. Nor did the ministry satisfy themselves with these internal preparations: along the sea-coast, from the Nore to Falmouth, night signals were erected to announce the first appearance or approach of the enemy. Frigates and gun-boats were stationed off those counties where a landing could most easily be effected; and thus while our own coast was closely watched, that of the enemy was completely blockaded, and their fleets so closely watched, that they could not put to sea. Admirals Dickson and Graves lay off the coast of Holland; for the Dutch ports presented nearly as great preparations as those of the French. Admiral Dick-were stationed the bomb-vessel besides frigates, and Admiral current, and were of little plement of smaller vessels. Brest

About ten o'clock wallis, with fourteen sail of three- George Murray, I nd several frigates, and armed vessels. half the fight w rded the port of Toulon, and the neigh- view of their iterranean; whilst Sir James Saumarez was In this, as I h a squadron of ten ships of the line, and fri- sufficient n-boats.

men, ar all these preparations, and the vigilance of our the D y succeeded in collecting a number of gun-boats in the and it therefore became necessary to look to them, and to sh their destruction. Lord Nelson was appointed to the com- this enterprize, for which a flotilla of gun-boats, and other vessels, protected by several ships of the line were appointed, on the 30th of July, the admiral hoisted his flag on board the Leyden, of sixty-eight guns, at Deal. On the 1st of August, the squadron stood over for the coast of France, and on the 3rd, his lordship was employed in reconnoitring the fortifications of Boulogne, and in devising the best means of destroying them. On the 4th, Lord Nelson having ascertained from what distance his bombs could reach the enemy, at day-break gave orders to begin the attack: the bomb-vessels were stationed in an oblique line, stretching from the west end of the enemy's line; behind these the other ships were stationed in line. The first object of the admiral was to discover the strongest points of the enemy's defence, and for this purpose he sent his ships of war close in shore near the batteries; a heavy cannonade commenced, but the tide falling the vessels were obliged to draw off into deep water: the bomb-vessels were next sent against the flotilla; which they did with so much effect, that six of them were compelled to be towed from the scene of action. It was the intention of Nelson to have sent three bomb-vessels close in upon the enemy when it became dark, but the wind shifting, this was impracticable, and the fleet therefore hauled off without having effected much, though the enterprize had served, to use the language of the gallant Nelson, "to convince the enemy that they could not come out of their harbours with impunity."

Lord Nelson, however, not willing to leave imperfectly executed, any enterprize in which he was engaged, determined upon another attempt; and, having collected his force, about seventy vessels of different descriptions, on the evening of the 14th of August, at dusk, ned his flotilla into four divisions, with the intention of storming ny's line of boats: these boats were defended by long poles, from their sides, and were headed with iron spikes; a etting was fastened up to their lower yards; they were ed head and stern, across the harbour, with chains; and had on ard nearly two hundred soldiers each: besides which, they were protected by land batteries, and musketry from the shore. The circumstance of their being so strongly fastened to each other, and to the shore was unknown to Lord Nelson at the time he planned this attack.

Each division of the British fleet consisted of three flat-bottomed boats, and ten six-oar boats; and the sailors were not allowed fire arms, lest they should alarm the enemy, but were well provided with boarding pikes, tomahawks, and cutlasses. On the 15th, about half past eleven at night, they left the admiral's ship the Medusa: part of the second division ran alongside of a large brig, off the mole head, but could make no impression upon it, in consequence of the netting with which she was protected; while at the same time, an instantaneous fire from the brig, either killed or wounded all the men in the boats. The French commodore, it is said, addressed the first boat's crew of the British, as they approached, in the following words:—"Let me advise you, my brave Englishmen, to keep your distance; you can do nothing here; and it is only shedding the blood of brave men to make the attempt." The other divisions, shared a like fate; that under Captain Somerville, was particularly unfortunate: he had succeeded in getting possession of one brig, but then found that she was fastened to the shore, and, that to get her off, was utterly impossible; and while making attempts towards this, his men suffered most dreadfully from the continued fire of the enemy. Only one French lugger was brought off, having in her a lieutenant, and sixteen men. The English loss in this unfortunate affair, amounted to one hundred and seventy-two killed and wounded.

In the Mediterranean, Sir James Saumarez, while cruising off Cadiz, having received intelligence, that three French line of battle ships, and a frigate were at anchor off Algesiras, determined to attack them. When he came in sight of the Bay of Algesiras, the enemy warped their ships close under the batteries; no time was therefore to be lost; Captain Hood, in the Venerable, led into the Bay, and was ordered to pass the enemy's ships without coming to an anchor: at the same time the Pompée, and Audacious, were directed to anchor a-breast of the inner ships; while the Cæsar, Spencer and Hannibal, were to anchor abreast of the other ships, and batteries. The Pompée, first opened a well directed fire upon the French admiral; she was soon joined by the Cæsar, and Audacious, and the action became general. The Hannibal had been under the necessity of anchoring at some distance from the scene of action, but taking advantage of a slight breeze, Captain Ferris determined to pass between the ships of the enemy and the batteries: unfortunately there was not sufficient water, and she grounded close under one of the batteries; and could not be got off again. In this situation she made a gallant resistance for some time, but at length Captain Ferris was reluctantly forced to strike his colours. Sir James Saumarez having perceived that during the action the enemy had been eagerly employed in warping their ships nearer the shore, ordered the cables to be cut, determined, if possible, either to destroy or bring them off. A strong current opposing him, however, he was compelled to abandon the enterprize. In this unsuccessful affair the English lost, killed, one hundred and twenty-one; wounded, two hundred and forty; missing, fourteen. The enemy, as they state, had three hundred and six killed, and one hundred and eighty-four wounded.

Having repaired to Gibraltar, Sir James Saumarez, used every exertion in refitting the fleet, and preparing them for sea again. Early in July, intelligence was received, that a Spanish squadron of five sail of the line and three frigates, had anchored off Algesiras, where they were joined by a French ship of the line. On the 12th of the month, the governor of Gibraltar informed Sir James, that it was the intention of the enemy to put to sea that evening. Upon this the exertions of the fleet were redoubled to get out of the mole; and within a few hours after, the enemy being observed under sail, with a strong easterly wind, the whole British fleet were under weigh, the Pompée alone excepted, and this circumstance gave occasion for as gallant a display of the genuine spirit of the British tar, as any that we have had to record: such was the anxiety of the seamen to partake in the expected engagement, that several of the Pompée's men got on board of the other ships; nay, indeed, so general was this feeling, that many of those who had been wounded in the former engagement, and were still in the hospitals on shore, hired a boat, went off, and requested to be taken on board the Cæsar.

Captain Keat's ship, the Superb, formed the van, and he was directed to attack the sternmost ships of the enemy, and, if practicable, to keep between them and the shore, to prevent their running for their own harbours. These orders were fulfilled with great skill, and at night, eleven o'clock, Captain Keats was abreast of a Spanish three-decker, about three cables' length from her's. A tremendous fire commenced: the shot of the Superb actually went over her opponent, and struck two other of the enemy's vessels, which were in a line abreast of her; when these ships, not being able to discriminate for the darkness, fired upon each other. In about a quarter of an hour, the vessel with whom the Superb was contending was on fire; and drifting down, ran foul of another of the enemy's ships to leeward, and communicated the flames to her, and in about half an hour both were blown up. No assistance could be rendered to the crews of these vessels:—they all perished; amounting to nearly two thousand four hundred men: each of the vessels carrying one hundred and twelve guns.

Captain Keats now bore down upon the St. Antoine, of seventy-four, carrying seven hundred and thirty men, which, upon his being joined by the Cæsar, soon struck her colours; but a slight breeze springing up, she afterwards effected her escape, and got into Cadiz.

The rest of the enemy's fleet now endeavoured to get away. The British admiral pursued them during the night, and when the day dawned, Captain Hood, in the Venerable, was nearly along-side of the enemy's ship, the Formidable; and soon afterwards commenced firing into her, but his main-mast being shot away, the enemy took advantage of his distress, and again made sail. Captain Hood followed her, but getting too near the shoals the ship struck, and in order to save her, he was compelled to cut away his remaining masts. The British loss in this affair was, on board the Venerable, eighteen killed, and eighty-seven wounded; in the Superb, fifteen wounded.

In our report of 1800 we said that a negociation was entered into by General Kleber and Sir Sidney Smith, for the evacuation of Egypt by the French army, which was agreed to and signed on the 24th of January, 1800: after this, however, Lord Keith, having received instructions from the British ministry, refused to ratify the convention. It is not our business to enter into the merits of this case, but we certainly think, and must say, that both the honor of the nation, and that of the gallant Commodore, demanded a contrary course. Ministers say, Sir Sidney had exceeded his orders; of this we know nothing, but are sceptical.

After this refusal, the French re-commenced hostilities, and gained several important advantages: the British ministry, therefore, determined to send a force sufficient to subdue them; and an armament accordingly was assembled in the bay of Marmorice; the fleet under Lord Keith and Sir Sydney Smith, and the army, amounting to nearly sixteen thousand men, under General Sir Ralph Abercrombie. The Ottoman Porte, too, had promised to send a squadron to co-operate with the British, but as it did not make its appearanc, *Lord Keith*, on the 25th of February, set sail for the coast of Egypt without it, and after a boisterous passage the fleet anchored, early in March, in the bay of Aboukir.

General Abercrombie and Sir Sydney Smith immediately examined the shore, and having fixed upon a spot for the landing of the troops, which promised to be attended with the least danger and difficulty, preparations were made for that purpose. The enemy was most formidable: all the commanding heights were lined with artillery and infantry; three thousand men, the whole garrison of Alexandria, were employed on this service. Musketry and field pieces were placed both upon the Sand-hills, which line the shore, and between them; the beach on each wing was flanked with cannon, and at a little distance from the coast, cavalry were stationed for the support of the infantry.

On the morning of the 8th of March, about three o'clock, the first division of the army, six thousand men, under General Coote, began to disembark, and as the boats approached the shore, the enemy opened a dreadful fire upon them, so that it appeared impossible to effect a landing. The troops were not to be appalled, and the boats pushed on with great celerity; and shortly after the Reserve, under General Moore, reached the shore, they obliged the French to retire, and thus succeeded in obtaining a landing for the rest of the British troops. The 23rd and part of the 40th regiments, commanded by Colonel Spencer, bravely distinguished themselves; they drove the enemy from a position they had taken on a hill, which appeared inaccessible, and took seven pieces of artillery. On the next day the troops were all landed. The reduction of the castle of Aboukir was the first military operation: this was accomplished. On the 21st a most important battle took place between the English and French armies. The enemy was twice repulsed, and their cavalry repeatedly mixed with the British infantry, and after a long and sanguinary struggle, they were completely defeated. The loss on both sides was dreadful. Nearly at the conclusion of the battle the brave Abercrombie fell; the blow was mortal, and he expired on the 28th, on board of the Foudroyant. To this brave man our tribute is unnecessary: his memory is engraven on every British heart, and while the records of our country remain, his name will be the theme of eulogy.

They next turned their attention to the reduction of Alexandria; and here both the navy and army were employed. Admiral Bickerton closely blockading it by sea, while General Hutchinson (who succeeded the lamented Abercrombie,) cut off all communication by land. On the Lake Nareocotis, the French had a numerous flotilla, the destruction of which would greatly facilitate the reduction of Alexandria: the attempt was therefore resolved on by Lord Keith. Troops were landed for this purpose, and while the operation was going on, Sir Sydney Smith made a feigned attack on the city itself, with some sloops of war and armed boats; but when the enemy saw the danger to which their flotilla was exposed, they themselves set it on fire, and, with the exception of two or three which fell into the hands of the British, the whole were destroyed. The blockade of the city was soon rendered complete; and the enemy was compelled to request an armistice for three days, in order to adjust the terms of a capitulation; this was granted, and on the 2nd of September the capitulation was signed.

In the West Indies, Rear-admiral Duckworth succeeded in reducing the islands of St. Thomas, Sainte Croix, St. John, St. Martin, and St. Bartholomew; but on the dissolution of the northern armed neutrality, consequent on the victory of Copenhagen, and the death of Paul, they were restored.

Of the single actions this year, the following we select as the most deserving a place in our history. On the 19th of February, Captain Robert Barlow, in the Phœbe, discovered a large French frigate steering along the African coast, under a crowd of sail, to which he immediately gave chase; and about seven o'clock in the evening came up with her, and brought her to close action, which continued within pistol shot of each other for nearly two hours. The Phœbe, before the conclusion of the action, was completely disabled: she had five feet water in her hold, and many of her guns were dismounted; however, the gallant captain and his crew persevered, and at length their bravery was crowned with deserved success. The enemy struck. She proved to be L'Africane, of forty-four guns; she had on board at the commencement of the engagement, including her crew, troops and artifices, seven hundred and fifteen men: of these two hundred were killed, and one hundred and forty-three wounded. On board Captain Robert Barlow's ship only one man was killed, and twelve wounded.

Lord Cochrane, in the Speedy, in company with Captain Pulling, in the Kangaroo sloop-of-war, whilst cruising off Oropeso, perceived a Spanish convoy, of twelve vessels, at anchor in the bay, protected by a strong battery of twelve guns, a xebec of twenty guns, and three gun boats, these difficulties, tremendous as they appeared, could not deter the heroes of the Speedy, and Kangaroo from their object. The attack was determined on; the two brigs anchored within half-gun shot of the enemy, and opened a brisk fire. In a few hours the fire of the Spaniards abated, but on the approach of a felucca of twelve guns to their assistance, they again resumed their fire; about four in the afternoon the xebec, and two gun-boats, sunk; the battery continued its fire till six, when it was silenced; and the Kangaroo, cutting her cables, made close up to it, upon which the remaining gun-boats fled, and the conquering heroes, had nothing to contend against in the destruction or capture of the convoy: the boats were manned for the purpose, and they succeeded in cutting out such as were afloat, the rest were either sunk or driven on shore. Our loss in this gallant affair was comparatively trifling.

On the East India station, Captain Charles Adams, of the Sybille frigate, who was stationed, to protect the China trade, off the Seychelles islands, and having observed a signal flying from one of them, was induced to think that an enemy's vessel must be lying some where there; and in order to get near enough to ascertain this, he hoisted French colours, and observed a large French frigate lying at anchor in the roads. The navigation of their passage was extremely intricate, but Captain Adams, notwithstanding this, and having but an imperfect knowledge of the shoals which lay there determined on attempting the capture of the enemy. Having succeeded in getting within a cables length of the enemy, he hauled down the French colours, hoisted the British, and anchored with a spring on his cable. A small battery, mounting four guns, had been erected on the shore, for the protection of the frigate, and a fire was from this, and the frigate upon the Sybille; the British commander too, from the state of the shoals was compelled to anchor in such position as enabled the battery to rake him, from which, as they fired red-hot shot, he suffered severely: notwithstanding all these disadvantages, in about twenty minutes the Sybille obliged the enemy to strike her colours: she mounted forty-two guns, and had a crew of two hundred and fifty men, twenty-three of whom were killed, and thirty wounded. The English frigate had two killed, and one wounded.

After a protracted negociation between France, and this country, which commenced soon after the resignation of Mr. Pitt, and while Mr. Addington was prime minister, Lord Hawkesbury, the secretary of state for foreign affairs, announced on the 1st of October, 1801, that the preliminaries of peace were signad between Great Britain on the one part, and France, Spain and Holland on the other. The signing of the definitive treaty at Amiens, by Lord Cornwallis, did not take place till the 27th of March 1802.

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CHAPTER XXI.

Naval History of England from 1803, *to the commencement of the second French Revolutionary War.*

Great difference of opinion prevailed throughout the nation, not only as to the terms upon which the late peace was concluded, but also as to the propriety of the measure,—many predicting that the restless and ambitious spirit of Bonaparte, would soon compel us to renew the war, which proved but too true; for on the 16th of May, 1803, a message from his majesty was delivered to both houses of parliament, informing them of the recall of the British ambassador from Paris, and of the departure of the French minister from London.

We cannot go into all the particulars respecting this new war: we shall content ourselves, therefore, by merely giving the conclusion of Lord Melville's speech in the House of Lords on the motion of an address to his majesty expressive of the satisfaction of the House, at the conduct adopted by his Majesty during the negociations which had been carrying on with France, and their determination to render his majesty every support and assistance; his Lordship (Lord Melville) thus expressed himself—" He was content to say, that we went to war to keep Malta, and to support the address to his majesty, on this ground alone." In the Commons Mr. Pitt supported a similar address, deed; he took Port au Paix, with a garrison of five hundred men; and afterwards reduced Port au Prince, Lesgane, and St. Martin.

No place of strength now remained to the French in the whole island of St. Domingo, except Cape Françoise, and here the French army, under General Rochambeau, was completely shut up, without the possibility of retreat or of being reinforced; the French commander was therefore compelled to capitulate.

The first capture of a ship-of-war of the enemy's took place in May:—Captain Pearson cruising off Ushant, in the Doris, discovered a French lugger, mounting fourteen long nine pounders, and having on board ninety-two men, to which he gave chase; a running fight took place, till the Doris got up along-side of her, when she was hailed to surrender; but notwithstanding the great disparity of the force, she held out, till having her captain and eight men killed, and fourteen wounded, she was compelled to strike. She was called the L'Affronteur.

In June, Captain Francis Maitland, who commanded the *Loire* frigate, cruising off L'Isle de Bas, discovered under the batteries of this place the French brig Venteux, carrying four long eighteen-pounders and six thirty-six pound carronades; and immediately determined to attempt the capture of her. Three boats were ordered on the enterprise, commanded by Lieutenants Temple and Bowen, two of these boats only, (the third being a heavy rower, did not come up till she was captured) gallantly boarded her, notwithstanding the fire of the batteries. On her deck were eighty-two men ready to receive them; yet in the short space of ten minutes the brig was in the possession of the British. Our loss in this brave exploit was six wounded, two so severely that they afterwards died. The enemy's vessel had her second captain and two seamen killed; the captain, all her officers, and eighty men wounded.

1804.—Mr. Addington, the chancellor of the exchequer, had for some time continued to receive the support of Mr. Pitt in most of his important measures, but on the re-commencement of the war Mr. P. had *rather* opposed his plans; and on the 15th March, 1804, his opposition to the measures of the minister were decisive, he moved for an enquiry into the administration of the navy, asserting that, although the public danger was greater than in 1793, that our navy was not so effective; that the admiralty had only built twenty-three gun-boats in the course of a year, whilst the enemy had built one thousand; and that even these were six months in building; while in 1794, 1797, and 1801, when the same kind of vessels were thought necessary, a considerable number had been got ready in ten or twelve weeks. He also urged against the Ministry, that they had only contracted for two ships of the line in the merchant yards, when it was well known that the king's yards would be fully employed during the war, with repairing the damages the vessels might sustain on service. In 1793, he observed, the first year of the former war, the number of our seamen was augmented from sixteen thousand to seventy-six thousand. In the present war we commenced with fifty thousand and in the course of the first year this number was only increased to eighty-six thousand. Mr. Tierney replied to Mr. Pitt; the debate was long and animated; and though the minister got a majority, it was so trifling on so momentous a subject (only 71) that Mr. Addington soon after resigned the office of chancellor of the exchequer: and on the 12th of May it was publicly announced that Mr. Pitt had been appointed in his room; that Lord Melville had succeeded Earl St. Vincent as first lord of the admiralty, and the Hon. George Canning had been appointed treasurer of the navy, in the room of Mr. Tierney.

Bonaparte still continued to threaten us with invasion, and succeeded in assembling a large flotilla at Boulonge: the destruction of this flotilla, therefore, became a subject of momentous consideration. Sir Sidney Smith, Captains Owen and Oliver had been thwarted in their ably planned and bravely executed measures to prevent the further augmentation of the flotilla at Boulogne, by the junction of the several divisions at Flushing, Helveot, and Ostend; and it was now resolved on, by the government, to adopt a scheme, proposed by one Fulton, an American, which had obtained the approbation of Mr. Pitt and Lord Melville, and by which the entire destruction of the enemy's flotilla was most confidently anticipated. Copper vessels of an oblong form, to be filled with combustibles and to explode by machinery, were to be employed. These were to be fastened to the bottoms of the ships to be destroyed, and in order to effect this, which was considered the only difficulty, a small raft was to be rowed by one man, who, in order to escape detection, was to be seated up to his chin in the water, and this man, so seated, was to tow the copper vessels in the night, and fasten them under the enemy's gun-boats: Ministers, too, further added fire-ships, and that nothing might be wanting for the complete performance of the enterprise, five ships, of different constructions, were employed; and the management and direction of the whole scheme was given to Lord Keith, who had the command on the Downs station, and whose powerful fleet was to cover and protect the smaller vessels.

About the end of September one hundred and fifty of the enemy's flotilla made their appearance on the outside of the pier at Boulogne. On the 2nd October, Lord Keith, with nearly fifty ships of different sizes, anchored about a league and a half to the north-west of the port of Boulogne: part of this fleet he dispatched to take up an advanced anchorage, so as to cover their retreat, if that should be deemed necessary, and to protect the boats which might be injured during the enterprise. At a quarter past nine o'clock the advanced force of the English squadron opened a heavy fire, in order to protect the approach of the explosion vessels; this fire was immediately returned from the shore. The first detachment of these vessels was now launched, and all was anxiety and suspence for the issue; they approached the French line; the enemy appeared indifferent, either from a knowledge and conviction of the inutility of the design, or security in the measures they had taken for their protection. When the destruction ships had reached the flotilla, the enemy's ships opened to let them through, and they were so completely avoided that they passed to the rear of the line without falling on board or touching any one of them. About thirty minutes after ten the first of these destructive engines blew up, producing an immense body of fire, the wreck spreading far and wide, but without the smallest injury, either to the ships or batteries; and about four o'clock on the following morning, after twelve had exploded, with but *little* if any effect, the engagement (if we may say so call it) ceased. The English smaller vessels withdrew in perfect order, without the loss of a man. It could not be ascertained that any mischief had been done to the flotilla, though Lord Keith, from his missing two brigs and some smaller vessels in the enemy's line, thought it probable they might be destroyed. The French acknowledge the loss of only twenty-five men in killed and wounded.

The government, notwithstanding the complete failure of this their new project, either sanguine as to its eventual success, or willing to give it a fair trial, determined to make another attempt upon Fort Rouge, and the flotilla protected by it in the harbour of Calais. The direction of this second enterprise was committed, by Lord Keith, to the gallant Sir Home Popham, but this, too, was unsuccessful, and as its failure could not be attributed to any want of skill, courage, or perseverance in the direction, all further thoughts of this "*Catamaran Project*," (as it was afterwards contemptuously called) were abandoned.

During this year no engagement of a general nature between contending fleets took place; we therefore proceed to the detail of actions betweenfrigates, &c. and such other occurrences of interest as the naval records of the year afford.

In consequence of some delay having taken place in the communicating the information of the re-commencement of hostilities to Admiral Rainer who commanded on the East India station, the French admiral Linois, escaped from Pondicherry, and directed his attention to the capture of our East India fleets. This force consisted of the Marengo, of eighty-four guns, and several frigates: he had made a successful decent at Bencoolen, and had made some rich captures. These had the more emboldened him to extend his attention to the capture of our homeward-bound China fleet, and for this purpose, early in 1804 he cruised with his whole force in the Indian seas, near the entrance of the straits of Molucca. The China fleet consisted of fifteen of the Company's ships, twelve country ships, a Portuguese East Indiaman, and a fast sailing brig. Captain Dance, of the Earl Camden, commodore. On the 14th of February a strange sail, consisting of a line of battle ship, three frigates and a brig, which was ascertained to be the enemy's, was seen to the south-west; and the commodore immediately gave directions for the fleet to form a line of battle in close order, the enemy giving chase under a press of sail. At sun-set the van of the French squadron came up and attacked the rear of the company's ships. An engagement now seemed inevitable; and every precaution was taken by Commodore Dance to secure success to his fleet; the enemy, however, did not bring on a general engagement that evening. The next morning, at day-break, they were observed about three miles to windward lying to, and Commodore Dance now offered them battle, which the enemy did not seem inclined to hazard; but he, apprehensive that their intention was to cut off some of his rear ships, made the signal to tack, and bear down in succession, and by this spirited measure he decided the fate of the day. The French admiral, as soon as the com pány's ships bore down upon him, closed his line, while he opened his fire on the van, but with little effect. The English commodore did not return this fire till he got close up, then the headmost ships, the Royal George, Ganges, and Earl Camden, began to fire; when the enemy hauled his wind, and stood away to the eastward under a press of sail. The Commodore, for two hours, gave them chase, when finding the enemy still continued to fly under all the sail he could carry, he judged it prudent to give it up. The gallant conduct of Commodere Dance and his brave crew in this affair, cannot be too highly appreciated, when we reflect that this merchant fleet was very inadequately manned, both as to numbers and description of the seamen; and that an eighty-four gun ship, from her overpowering weight of metal, is almost certain to sink a frigate, if opposed to her, without she be most skilfully fought. The value of the fleet saved by the intrepidity of the commodore, and his gallant crew was estimated at eight millions and a half sterling. For this glorious affair the Patriotic Fund voted to Commodore Dance and Captain Timmins of the Royal George, each, a vase valued at 100*l.* and a sword of the like value; and to each of the other captains a sword of the value of 50*l.* The East India Company also most liberally voted the sum of 50,000*l.*, which was disposed of in the following manner: to Captain Dance, two thousand guineas and a piece of plate of the value of 200*l.*; to Captain Timmins, one thousand guineas and a piece of plate, value 100*l.*; Captain Moffat, five hundred guineas, and a piece of plate value one hundred guineas; to the other captains, each, five hundred guineas and a piece of plate, value 50*l.*; to the chief officers, one hundred and fifty guineas each; second and third, one hundred and twenty-five guineas each; and to the others fifty guineas each; to the pursers and surgeons, each, eighty guineas, mates, boatswains, gunners and carpenters, fifty guineas each; to the other petty officers fifteen guineas each; and to seamen, ordinary seamen, and servants six guineas each. His majesty was also induced to bestow the honour of knighthood upon Commodore Dance, as a mark of his approbation of the valour which he had displayed on this occasion.

After the commencement of hostilties with France, Spain remained for some time nominally at peace with this country. She represented herself as an independent nation to our court. It soon became notorious, however, that she was completely subservient to Bonaparte, and that though she had not directly committed any hostile act against this country, yet that her South American treasure was entirely at the disposal of our enemy. The British government remonstrated with the court of Madrid, but to no effect; and they determined effectually to redress themselves and stay these proceedings on the part of Spain. Captain Moore in the Indefatigable, with three other frigates, was ordered to cruize off Cadiz, to intercept some ships which were expected in that port from South America. On the 5th of October, the Spanish ships, four sail, were discovered nine leagues from Cape St. Mary, and they were immediately chased. The van ship carried a broad pendant, and the ship next her a rear-admiral's flag; they did not attempt to escape, neither did they prepare for action, having no knowledge of the determination of the English Court. When Captain Moore came up with them, having ordered each of his squadron to run alongside of the four Spanish frigates, he hailed them to shorten sail, but receiving no answer, a shot was fired across the rear-admiral, upon which he hove too. Captain Moore now sent an officer on board to inform the admiral that he had instructions from his government to detain them. The officer returned with an unsatisfactory message; and the Indefatigable immediately bore down upon her opponent, the other English frigates following the example. The signal for close battle was thrown out; and in less than ten minutes after the engagement commenced, the admiral's second astern blew up, alongside the Amphion, with a most tremendous explosion. The Spanish admiral's ship continued to hold out for about half an hour after this dreadful disaster, when finding that she could not get away, she struck, and was followed by another of the squadron; while the fourth, which carried the broad pendant, endeavoured to escape; this she was, however, prevented from effecting, by the Medusa and Lively giving chase to her; she at first gained upon them, but by sun-set Captain Hammond, in the Lively, having brought her to action, she surrendered.

Every effort, that could be made to save the crew of the Mercedes, which blew up, was exerted by the British, but out of the whole crew, amounting to two hundred and eighty men, only the second captain and forty seamen were saved. To add to the melancholy catastrophe, a native of Spain, with his family, a wife, four daughters, and five sons, who had all reached maturity, was returning home with the savings of twenty-five years industry. A little before the action, the husband and one of his sons went on board the largest ship, and from this he witnessed not only the loss of his property, but,—*we* feel a trembling agony as we write it,—the destruction of his family; what then must have been the feelings of the distracted and bereaved father and husband? who having forgotten all his toil and pains, painting to himself many years of domestic happiness, surrounded by his lovely children, and proud at the thoughts of the respect which their wealth as well as personal charms would create for them—what, then, we exclaim, must have been the feelings of this man, when he witnessed his wife, his four daughters, and his four sons, in the midst of the flames, and sinking into the deep abyss of the ocean. Humanity shudders at the thought. Every thing that a British heart could suggest, or that human means could offer, were administered by Captain Moore, to the poor disconsolate, but what balm could humanity offer to a mind so diseased?

This squadron was immensely rich, having on board, besides copper, tin, wool, cascarella, ratinia, seal skins, and oil, upwards of five millions of dollars, in gold and silver. The loss of the Spaniards in killed and wounded, amounted to one hundred men; that of the English, only two killed, and five wounded.

The English settlement of Goree, was this year, re-taken from the enemy, without a shot having been fired or a life lost.

In addition to the French and Dutch West India islands, which fell into our hands last year, we have now to record the surrender of the island of Surinam; our loss in killed and wounded not exceeding sixty men.

We now proceed to the record of a single action, off the coast of Holland, between the Scorpion, Captain G. N. Hardinge, and the Atalante, a Dutch war-brig of sixteen guns; which, although most gallantly defended, fell into the hands of the British. The particulars of this affair we shall give in the words of the brave Captain Hardinge, as written by him to a friend and relation:—

"I was ordered, on the 28th, to reconnoitre at Vlie, and perceived a couple of the enemy's brigs at anchor in the roads: despairing to reach them with my ship, on account of the shoals which surrounded the entrance, I determined upon a dash at the sternmost one in the boats, if a good opportunity could be found or made. It came unsolicited, March 31st. Preparing to embark, we, accidently, were joined by the Beaver sloop, who offered us her boats, to act in concert with ours; we accepted the reinforcement, under an impression that it would spare lives on both sides, and would shorten the contest. At half past nine in the evening, we began the enterprize. Captain Pelley, an intelligent and spirited officer, did me the honour to serve under me, as a volunteer, in one of his boats. We had near sixty men, including officers, headed by your humble servant in the foremost boat. As we rowed with tide-flood, we arrived alongside the enemy at half-past eleven. I had the good fortune, or, as by some it has been considered, the honour, to be the first man who boarded her. She was prepared for us with board nettings up, and with all the other customary implements of defence. But the noise and the alarm, &c. so intimidated the crew, that many of them ran below in a panic, leaving to us the painful task of combating those whom we respected most.

" The decks were slippery, in consequence of rain; so that grappling with my first opponent, a mate of the watch, I fell, but recovered my position, fought him upon equal terms, and killed him. I then engaged the captain, as brave a man as any service ever boasted; he had almost killed one of my seamen. To my shame be it spoken, he disarmed me, and was on the point of killing me, when Mr. Williams, the master, came up, rescued me at the peril of his life, and enabled me to recover my sword.

" At this time all the men were come from the boats, and were in possession of the deck. Two were going to fall upon the captain at once. I ran up, held them back, and then adjured him to accept quarter. With inflexable heroism he disdained the gift, kept us at bay, and compelled us to kill him. He fell covered with honourable wounds.

" The vessel was ours, and we secured the hatches, which, headed by a lieutenant, who had received a desperate wound, they attempted repeatedly to force.

" Thus far we had been fortunate; but we had another enemy to fight—it was the element. A sudden gale impeded all the efforts we could make; but as we had made the capture, we determined, at all events, to sustain it, or to perish. We made the Dutch below surrender, put forty of them into their own irons, and stationed our men to their guns; brought the powder up, and made all the necessary arrangements to attack the other brig. But, as the day broke, and without abatement of the wind, she was off, at such a distance, and in such a position, that we had no chance to reach her. In this extremity of peril, we remained eight and forty hours. Two of the boats had broken adrift from us, and two had swampt alongside. The wind shifted again, and we made a push to extricate ourselves, but found the navigation so difficult, that it required the intense labour of three days to accomplish it. We carried the point at last, and were commended by the admiral for our perseverance.

"The Atalante's captain and four others, are killed, eleven are wounded, and so dreadfully, that our surgeon thinks every one of them will die.

"To the end of my existence I shall regret the captain. He was a perfect hero; and if his crew had been like him, critical, indeed, would have been our peril.

"The Atalante is much larger than my vessel, and she mounted sixteen long twelve-pounders; we have not a single brig that is equal to that calibre. Her intended complement was two hundred men, but she had only seventy-six on board.

"In two days after the captain's death, he was buried, with all the naval honours in my power to bestow upon him. During the ceremony of his interment, the English colours disappeared, and the Dutch were hoisted in their place. All the Dutch prisoners were liberated: one of them delivered an éloge upon the hero they had lost, and we fired three vollies over him as he descended into the deep."

For the heroism and ability displayed on this occasion, Captain Hardinge was made a post captain; and was rewarded by the Committee at Lloyd's with an elegant sword, value one hundred guineas.

We close our account of the transactions of the year 1804, with a most melancholy calamity. Captain Dixon, in the Apollo, accompanied by the Carysfort, was appointed to convoy sixty-nine sail of merchantmen, part for the West Indies, and part for Portugal. The ships assembled in Cork harbour about the middle of March. On the 26th they sailed from the Cove, with a fair wind, and continued on their course without any interruption, till Sunday the 1st of April, when, on the evening of that day, a little after sun-set, (the fleet being in the latitude 40 degrees, 5 minutes N, and longitude 12 degrees, 29 minutes, W.) the wind shifted to the S. W. and began to blow fresh. No immediate alarm was excited that day; on the next, the storms became more frequent and violent, and the Appollo was reduced to the necessity of running under her storm stay-sails, and all hands were upon deck; the ship, however, having, according both to their reckoning, and the course they had run, plenty of sea room, no danger was as yet dreaded; but about half-past three on the Monday morning, the ship struck the ground; it was immediately supposed she had struck on some unknown shoal; she continued striking with great violence, the effects of which were very alarming; her bottom being much damaged, she made so much water that the pumps could scarcely keep her clear. In about ten minutes she beat over the shoal into deep water; an attempt was now made to put her about, when it was discovered she had lost her rudder; pumps were no longer able to keep the water under, and there was no hope but that she would soon founder. The wind continued to drive her along before it, for above five minutes more, when she again struck the ground with most tremendous violence, the sea, at the same time breaking completely over her. Her after deck was now a perfect wreck; and she had only four or five guns that could be used for signals of distress. When she struck the second time, the most dreadful cries were heard; all was alarm and confusion; the most imminent danger surrounded them, and yet neither officers nor crew had the least knowledge of their situation, nor could they devise any probable means to secure their lives. Below, chests were floating about, and the bulk-heads were giving way; and yet it was extremely difficult to get upon deck, as the sea was pouring down the hatch-ways in immense volumes;—if this was accomplished, they soon found that they were still exposed to the same danger; as the ship continued to beat against the shoal with great violence, and those on deck were momentarily expecting to be either washed overboard, or thrown by the repeated concussions of the ship. The captain in the meantime, half-naked, (for their distress had come upon them, so instantaneously, that they had no time to put on their clothes) stood upon the grating of the cabin sky-light, holding by the stumps of the main-mast, encouraging the men in the most soothing manner. A little after four day broke, and the horrors of their situation became more apparent;—every hope of succour was at once banished from their minds.

Captain Dixon had wished the guns to be fired when his ship first took ground, in order to apprize the convoy of his dangerous situation' that they might avoid it; but they had already advanced too far; and the consequence was, that when day-light appeared, nearly thirty sail of the convoy, were seen by the crew of the Apollo on shore, many complete wrecks. At eight o'clock, the only part of the Apollo that was above water, was the forecastle; here then they all assembled, as presenting the prospect of a few minutes longer life. All the boats were either washed overboard, or stove to pieces, and there washad no time to make a raft. The vessel now parted at the gang-ways, and the crew were compelled to go into the fore-channels; and as she continued to sink they crowded on the bowsprit, to the number of two hundred and twenty: twenty of her crew had already perished. Their only hope was that of gaining the shore by swimming, and several attempted it, but so violent was the surf that they all perished. Several spars were now seen floating alongside, and these presented to them the hope of enabling some of them to gain the shore; about thirty succeeded. During Monday night many died from fatigue, and hunger. On Tuesday their extinguished hopes were again revived, a boat was observed standing out from one of the merchantmen, for the Apollo, but she was obliged to return, and leave them to their fate; and they were again plunged into the abyss of despair. About three o'clock in the afternoon of Tuesday, Captain Dixon ventured upon a spar, exclaiming as he leaped into the pitiless element—"My lads, I'll save you all!" in a few seconds he lost his hold, and not being able to regain it, drifted to sea, and perished.

Night, with all its horrors, again returned: the violence of the sea had driven the crew from the bowsprit, and they had all crowded into the fore chains; here many of them were actually suffocated, several worn out, lost their hold, and were washed away. Thirst and hunger were now added, to increase, if possible, the terrors and miseries of these wretched sufferers; in this extremity some of them drank the sea-water, others their own urine; while others, aware of the consequences that were likely to attend either of these temporary resources assuaged the cravings of their appetite, by chewing pieces of lead. In this dreadful state they continued till Wednesday afternoon; when, about three o'clock, they were again animated by hope, a boat was perceived making its way through the surf, by the laborious exertions of two of the officers who had reached the land on Monday by means of the spars, and they succeeded in bringing her alongside of the Apollo, and thus rescued the remaining part of the crew from that doom, which but an instant before, seemed inevitable.

Of the merchantmen, about forty were wrecked, some of them sunk with all their crew; while others went over the shoal and were driven so close on the shore that the crews were enabled to land without difficulty. Of the crew of the Apollo sixty-one were lost: the loss of the merchant ships could not be ascertained,—not less than 500 souls must have perished.

1805.—On the 15th of January, the parliament assembled. His Majesty's speech principally related to the rupture with Spain, on which some remarks were made by the opposition members, but all the papers were promised to be laid before them and the address was carried. During the session after much previous discussion, Mr. Whitbread moved an address to his Majesty, (founded upon the report of the commis sioners of naval enquiry, which contained some serious charges against Lord Melville, whilst the treasurer of the navy, and before he was advanced to the peerage, praying, that he would remove Lord Melville from his councils and presence for ever, but previous to a division upon this motion, Lord Melville resigned his office of first lord of the admiralty; in this he did not succeed; but on his moving that the resolution which the House had passed on a former night, viz. charging him, (Lord Melville) with being privy to, and conniving at, the withdrawing, for purposes of private interest, or emolument sums issued to him as treasurer of the navy, and other serious charges should be laid before his Majesty, he was unanimously supported. On the 6th of May, Mr. Whitbread again moved that his Majesty's answer to the communications made to him by the House should be taken into consideration. On this the chancellor of the exchequer rose, he informed Mr. Whitbread that he had to state that which would render his motion unnecessary, namely, that he had advised his majesty to erase the name of Lord Melville from the privy council. After much warm discussion whether his lordship should be proceeded against criminally, or by impeachment, it was at length resolved, "That Mr. Whitbread do go to the House of Lords, and at their bar, in the name of the House of Commons, and of all the commons of the United Kingdom of Great Britain and Ireland, impeach Henry Viscount Melville of high crimes and misdemeanors, and acquaint them, this house will, in due time, exhibit particular articles against him, and make good the same."

Much alarm was excited in England this year, by the circumstance that two fleets of the enemy had eluded our blockading squadrons and put to sea, viz. a small squadron of six sail of the line, and two frigates, which had for some time been detained in Rochefort, by our blockading ships; and the Toulon fleet, consisting of eleven sail of the line, and two frigates, which had also got out of the harbour; and as their destination and object could not be ascertained, it was feared that they would do much mischief, before they returned to port. On the 22d of February, however, it was ascertained that the smaller fleet had made an attempt on Dominica, in the West Indies, which was partially successful; for on the 27th they re-embarked their force and set sail for Guadaloupe, In March they landed at St. Kitts, levied a contribution of £18,000, burnt some merchantmen, and again re-embarked. They also laid the island of Nevis under contribution; and after this, hearing that Admiral Cochrane had been dispatched for the West Indies, they became alarmed, and made all sail for Rochefort, which they were fortunate enough to reach without meeting with any of our fleets.

As soon as Admiral Nelson received information of the sailing of the Toulon fleet, under Admiral Villeneuve, he lost no time in proceeding after him; and, under the impression that Malta and Egypt were the destination of the enemy, he sailed for Alexandria; and crossed the Mediterranean in all directions without obtaining any information of the French admiral, who, it afterwards appeared, having been at sea but a few days, had encountered a violent storm, and was forced to return to Toulon to refit. Lord Nelson, in the mean time, continuing in suspense, took his station in the Sicilian Seas, as the most probable place to hear of, or meet with, the French fleet.

Admiral Villeneuve having completely repaired and refitted his fleet, on the 30th of March again put to sea for Carthagena, where he expected to find several sail of Spanish ships ready to join him; they were not, however, prepared, and he proceeded to Cadiz, where he met with an augmentation to his force of one French and six Spanish sail of the line. His fleet now amounted to eighteen sail of the line, fully manned and equipped, and having on board, besides, ten thousand veteran troops; and with this force he directly made sail for the West Indies, having forced Sir John Orde, who was before Cadiz, with five sail of the line, to retire from that station.

It was not before the middle of April that any information of this fleet reached Nelson, when he was informed that the French admiral had passed the Gut of Gibraltar. On this he immediately proceeded in the same direction. Early in May he anchored off the coast of Barbary, and here he received intelligence that the enemy had proceeded to the West Indies.

The obstacles which would have presented to almost any other man,—the inferiority of his force, only ten sail of the line, and many of these very foul, from their having been cruizing nearly two years; the great distance; the improbability but that the mischief meditated by the enemy would be effected before his arrival, these, *all these* were obstacles and difficulties that vanished before the spirit of enterprise and *amor patria* of Horatio Nelson: he immediately resolved on following them; and on the 4th of June he arrived at Carlisle Bay, in the island of Barbadoes, where he learnt that the enemy had been at Martinique, but that he had achieved nothing but the capture of the Diamond Rock off that island. On this, having first been joined at Barbadoes by Admiral Cochrane, with two sail of the line, and taken on board two thousand troops, under Sir William Myers, he again set off after the enemy. He arrived off Trinidad on the 7th of June: here he could obtain no information respecting the French fleet; and he proceeded to Grenada, where he learnt, to his great regret, that the enemy had, that very morning, the 9th of June, sailed from Martinique, in a northerly direction. Lord Nelson now concluding that Antigua was their object, directed his course for that place. On his arrival here, however, he was both gratified and chagrined,—gratified, for the information he had obtained that the enemy had precipitately fled, on hearing that he was in pursuit of them; and chagrined that he had not arrived in time to have prevented this disgraceful flight, brought the enemy to battle, and still further have extended the terror of his name and the invincibility of the British navy.

Lord Nelson having disembarked the troops under Sir W. Myers, and dispatched several fast-sailing vessels to inform the British ministry of the return of the enemy, immediately continued his pursuit.

The French admiral uninterruptedly continued his course with twenty sail of the line, three large ships armed *en flute*, five frigates and three brigs, till he arrived off Cape Finisterre, when he encountered Sir Robert Calder, who was cruizing off the cape, in the hope of intercepting the enemy, with fifteen sail of the line, two frigates, a cutter, and a lugger. With this very inferior force the English admiral, after an action of four hours, defeated the enemy, and captured two of his ships of the line, and this even with every disadvantage of wind and weather. Soon after the action commenced the fog became so very thick, at intervals, that the nearest ships could scarcely be distinguished, so that the signals of Sir Robert Calder were of little use. At the close of the action the English admiral thought it prudent, in order to cover his prizes, to bring-to his fleet. On the following morning, the enemy, though he made some shew of renewing the action, which he might readily have done, as he still had the advantage of the wind, yet he never came nearer than four leagues. Sir Robert kept on his course in such manner as he judged best for the securing of his prizes, and protecting the Windsor, which had been greatly damaged in the battle. When night came on the fleets were more than six leagues distant from each other: in the morning the enemy was steering away under easy sail, and before the close of this day, was completely out of sight.

Much dissatisfaction was manifested on the issue of this battle by the British nation: it is, therefore, justice to the admiral, that we enter our protest, after due consideration of the question, against the proceedings which were adopted, at least, against the conclusion to which they came. The good fortune of Nelson, under every disadvantage, had created a kind of standard for the people by which they were to decide on the merit of every other officer; to them, the language which Mr. Addison has given to the great Roman hero and philosopher, Cato,—"That 'tis not in mortals to command success," were as nought—and their reasoning led them to conclude that had Nelson commanded, he would have destroyed the whole fleet of the enemy: they therefore could not be satisfied with the victory of Sir Robert. The admiral demanded a court-martial; he solicited that the enquiry should enter into his whole conduct prior to his falling in with the enemy, during the action, and his subsequent proceedings until the French fleet was lost sight of. This reasonable demand, however, the court refused, and confined their enquiry to the day after the action and his subsequent conduct; and their sentence was, "that he had not done his utmost to renew the engagement, and to take or destroy every ship of the enemy. This they attributed to an error of judgment, completely acquitting him of any imputation of cowardice, and therefore he was *only* adjudged to be severely reprimanded.

Of this injured officer, for such he was, Admiral Roddam, at the time, thus wrote to a friend: "Had the vice-admiral acted differently from the excellent conduct which he pursued, this country would, in all probability, now have groaned under the effects of an invading foe, who had twenty thousand men at that very time, embarked in Holland, ready to make a landing in Great Britain; but from this, Vice-admiral Calder saved us, and farther, he, and he alone, laid the foundation of every subsequent victory in this war." The nation, too, now that their irritation had subsided, began to feel that the sentence of the admiral had been too severe, the more particularly as he had, for more than forty years, gallantly served his country. This digression, if such it must be called, we have thought necessary; in order, as far as we are able, to remove any stain that may attach itself to the name of this able officer, and, merely stating, ere we conclude, that in 1808, Sir Robert (whether the Admiralty had repented or not, of the treatment which he had met with, we cannot say) was raised to the rank of vice-admiral of the red, and in 1810 was made vice-admiral of the blue, and became commander-in-chief at Plymouth;—we shall return to our narrative.

The French fleet continued their course, and reached the port of Ferrol in safety. Here they received a large reinforcement; and again put to sea, having twenty-seven sail of the line and eight vessels of inferior force. On the 21st of August they entered Cadiz; having forced Admiral Collingwood, who was stationed off that port, with a small squadron, to retire.

On the 19th of July Lord Nelson arrived in the Straits; having twice traversed the Atlantic, visited all the Leeward islands, taken in stores, embarked and disembarked troops, and all this in the unparalleled short space of seventy-eight days. His first enquiry was after the object of his unremitting exertion and anxiety—the enemy; and finding that they had not entered the Mediterranean, he turned his attention to the state of his fleet; and steered for the bay of Tetuan, to take in the necessaries of which the fleet was in absolute want: having done this, he re-passed the Straits, but could still learn nothing of the enemy. He now directed his course for Cadiz, here he could acquire no intelligence; from hence he steered northward and crossed the Bay of Biscay: as a last hope, he now directed his course to the north-west of Ireland, but still without success; and he therefore resolved to return to England, where he arrived on the 18th of August; and was received with the most unfeigned and enthusiastic marks of respect and gratitude by all classes of the people.

His lordship was not long, however, to be inactive: it was soon known that the enemy were exerting themselves to fit out their fleet at Cadiz, with the intention to put to sea with all possible dispatch; and he was offered the command of an armament, with unlimited powers, and of force competent to cope with any fleet which it was in the power of our combined enemies, France and Spain, to assemble; and accordingly, on the 14th of September, he again hoisted his flag on board the Victory, at Portsmouth, and put to sea on the next day, the Euryalus frigate only accompanying him. When he arrived off Plymouth he was joined by the Ajax and Thunderer, and he now directed his course towards the coast of Spain; where Admiral Collingwood was stationed, watching the enemy's fleet, in the port of Cadiz.

Nelson now took the command, and by the exertions of the Admiralty, his force was augmented by the arrival of two or three ships daily, till he soon found it equal to that of the enemy. He, therefore, commenced his operations, and in order to keep the enemy in ignorance as to his force, and thus draw them out, kept out of sight of Cadiz, stationing a single frigate to give him intelligence of the movements of the enemy. In the meantime the admiralty were assiduous in providing a further augmentation to his force, and by a fast-sailing frigate apprised him that a reinforcement of seven sail of the line were at sea. As soon as this information was received, Nelson detached Admiral Louis, and six sail of the line; and this being done openly, he trusted would induce the enemy to put to sea; and in this he completely succeeded; for Admiral Villeneuve, believing that our fleet was reduced to twenty-one sail of the line, whilst the combined fleet under his command amounted to thirty-three, resolved no longer to remain in port: and accordingly on the 9th of October the combined fleets left Cadiz with a slight breeze from the west. This was immediately made known to Lord Nelson, who, (having been joined by the expected reinforcements,) with a fleet of twenty-seven sail of the line, made sail for the Straits; and on the 21st of October, at day-break, the enemy's fleet were descried about seven miles to the eastward of Cape Trafalgar, bearing east by south, distant nearly seven leagues.

Lord Nelson immediately made the signal for the fleet to bear up in two columns, as they formed in the order of sailing, to avoid the delay in forming a line of battle in the usual manner. This disposition of his force his lordship had previously communicated to his officers, as the best and only one calculated "to make the business decisive." Lord Nelson, in the Victory, led the weather-column, and Admiral Collingwood, in the Royal Sovereign, led the lee-column.

The French admiral formed his fleet into one line, forming a crescent convexing to leeward. The admiral himself was in the centre, in the Bucentaur, of eighty guns; the Spanish admiral, in the Prince of Asturias, of one hundred and twelve guns, was in the rear. On board of the combined fleets there were distributed nearly five thousand troops; each ship was supplied with every description of combustibles and fire-balls for the purpose either of the destruction of the English ships, or to facilitate their boarding when opportunity should offer.

Lord Nelson now seeing the French preparing for the engagement, made that last and sublimely patriotic signal,—

"ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY!" which was received throughout the fleet with thundering acclamation; and about noon the action commenced. Admiral Collingwood, at the head of his column, broke through the enemy's line, in the most complete manner, about the twelfth ship from the rear, leaving their van unoccupied; the ships which followed him, also broke the line soon afterwards in several places; engaging the enemy so close that the muzzels of the guns actually touched each other. In twenty minutes the engagement became general. While the lee column was thus employed under Collingwood, Lord Nelson had arranged his plan for breaking the enemy's line about the eleventh ship in the van; but finding that the vessels lay so close to each other, that it was impracticable, he immediately ordered the Victory to be run on board the ship that was opposed to him, the Redoubtable; the Temeraire following the example of the Admiral, was laid on board the ship that was opposed to her; thus forming the four ships, as it were, into one solid body; every gun that was fired was effective. Lord Nelson's opponent was soon set on fire, and the English seamen were forced, in order to prevent the flames catching their own ship, at intervals, to be pouring buckets of water on the Redoubtable.

About three o'clock the Spanish admiral, Gravina, with ten sail of the line bore away to leeward, where the enemy's frigates were stationed, and on joining them, they all stood away for Cadiz; shortly after this Admiral Dumanoir, with five of the headmost ships of the van, tacked and stood to the southward; these, were immediately pursued and the sternmost taken: the others effected their escape. The remainder of the enemy's fleet, consisting of nineteen ships of the line, (two of which, the Santissima, Trinadada and the Santa Anna, were first rates,) fell into the hands of the British, having the French Admiral, Villeneuve, commander-in-chief; and the Spanish admirals D'Oliva and Cisneros on board, who were taken prisoners; together with General Contamin, commander of the land forces.

Thus terminated this most glorious victory, a victory unequalled, whether we look to the spirit and bravery with which it was fought, or to the fortunate result to the conquerors.

During this battle the superiority of British tars, their undaunted bravery and coolness were most conspicuously displayed: when the guns of the contending ships were so close that their muzzles touched each other, the French lowered their ports, and deserted their guns upon deck, whilst, on the contrary, "the English sailors were deliberately loading and firing their guns, with two, and often with three round shot, and thus quickly reduced the enemy's ship to a perfect wreck. Yet, upon the whole, the enemy defended themselves to the last with great bravery and firmness. Two Spanish vessels, the Argonauta and Bahama, in particular, were not surrendered whilst it were possible to defend them; each of them lost four hundred men; and the San Juan Nepomuceno had nearly three hundred and fifty killed and wounded. Our loss, too, was very great; for besides, the gallant hero, Nelson, Captains Cooke (of the Bellerophon) and Duff (of the Mars) who fell in the action, the Royal Sovereign had forty-seven killed and sixty wounded; the Dreadnought, seven killed and twenty-six wounded; the Mars, twenty-nine killed and sixty-nine wounded; the Bellerophon, twenty-seven killed and one hundred and twenty-three wounded; the Menelaus, three killed and twenty-two wounded; the Revenge, twenty-eight killed and fifty-one wounded; the Leviathan, four killed and twenty-two wounded; the Ajax, two killed and nine wounded; the Defence, seven killed and twenty-nine wounded; and the Defiance, seventeen killed and fifty-three wounded.

Lord Nelson had been wounded early in the action. His ship was first engaged, as we have stated, with the Redoubtable, and at the time he received his fatal wound, she was contending with the Santissima Trinidada, of one hundred and forty guns, and Bucentaur of eighty guns, and it was from the latter ship, whilst he was standing on the quarter-deck, that a marksman on the poop discharged a musket ball at him, which penetrated his left breast, and which he immediately declared to be mortal. This was about fifteen minutes after one o'clock. To the last moment of his life his solicitude for the fate of the battle, and the glory of his country predominated. He repeatedly sent for Captain Hardy who fought his ship, but he could not quit the deck; at length, however, he carried the glad tidings to the dying hero, who, after returning thanks to God for having vouchsafed to let him live long enough to learn the fate of the day, and who had enabled him once more to do his duty to his country—he expired without a groan.

On the arrival of the information of this most signal and transcendant victory in England, the public grief for the loss of their hero—their Nelson—was such as almost to paralize their exultation and joy at the defeat of their foe; and the pinnacle of fame to which this triumphant achievement had exalted England, was forgotten in their deep rooted grief for the loss of this idol of their country.—The public illuminations and rejoicings general on such occasions, were universally marked by regret for the loss they had sustained;—the candles were painted black, *crape* was entwined with *laurel*, and their conviction that this victory had been too dearly purchased was demonstrated in the midst of their rejoicings.

On the death of Lord Nelson, Admiral Collingwood succeeded to the command of the fleet. The battle had scarcely terminated, ere a violent storm arose, and the most serious consequences were apprehended. All the ships, as well those which had been captured as our own, had been much damaged both in their hulls and rigging; and on board the captured ships there still remained a great number of prisoners: added to which, these vessels, scarcely yet in our possession, were in thirteen fathoms water, off the shoals of Cape Trafalgar; and all the professional skill and exertion of the gallant successor of the deceased hero was at once called into action. In a short time the gale increased to a perfect hurricane; and the fleet was only saved from total destruction, by the most prompt judgment and decision of the admiral, assisted by those undaunted veterans, who, whether contending against their foes or the elements, are alike unequalled for their coolness, intrepidity and nautical skill. On the following day, the 22nd, the weather still continued very rough, and the admiral, in order to secure the prizes, ordered them to be towed off to the westward, and collected round the Royal Sovereign, herself much disabled and in tow by the Neptune. On the 23d however, the storm raged so violently that many of the captured ships broke loose, and drifted ashore. Admiral Gravina, who had effected his escape from the fight with ten sail of the line, and got into the port of Cadiz, resolved to take advantage of the situation in which the British admiral was placed, and accordingly came out of that harbour; but Admiral Collingwood, aware that nothing but the appearance of a resolute defence could preserve his prizes, prepared for the enemy, and succeeded not only in protecting his own vessels, but in capturing another ship from the foe; and upon this Admiral Gravina, his own ship having been dismasted by the storm, thought it prudent to return to port.

The storm still continued, and on the 25th increased so much that the English admiral found it absolutely necessary to give orders for the destruction of the captured ships, which, though very galling and mortifying to the sailors, were obeyed with zeal and perseverance

Five of the prizes were sunk and burnt, amongst which was the largest and finest ship of war ever built, the Santissima Trinidada; nine were wrecked on the Spanish coast, by the violence of the gale, many of them with their whole crews on board; four, only, and that by the most wonderful exertions on the part both of officers and men, were carried into Gibraltar.

Admiral Dumanoir, who, it will be remembered, with four sail of the line, towards the close of the action, bore away to the southward; was on the 2nd of November met with by Sir Richard Strachan, whilst cruizing off Ferrol, with a squadron of four sail of the line and three frigates; who immediately gave them chase, which continued all that night and the next day. By day-break on the morning of the 4th, two of the British frigates got up with the enemy, and most gallantly commenced the action, and by firing on their rear retarded their flight and thus gained time for the arrival of Sir Richard with his force. About noon the French admiral, perceiving that an action was unavoidable, disposed his force for the engagement. The battle lasted upwards of three hours, and was obstinately contested on both sides; at last, the enemy's ships became completely unmanageable, and the admiral was compelled to surrender. Their loss was very severe: the admiral himself was wounded and one of the captains killed. The English loss was trifling. Sir Richard safely arrived at Gibraltar with his prizes.

Thus of this mighty fleet of our combined enemy's, originally thirty five sail of the line, only nine ships of the line reached Cadiz, and of these three only were serviceable, the rest were complete wrecks.

We shall now proceed to the detail of such of the minor naval actions, which took place during this year, as are most worthy a place in the annals of our country:—

Early in February, whilst Captain Farquhar, of the bomb-vessel Acheron, in company with the Arrow sloop, was cruizing off the coast of Spain, he discovered, at break of day, two French frigates in chase; and he accordingly used every effort to escape from such a very superior force, but owing to the wind favouring them, and their being much better sailers: this was found impossible, and therefore the Acheron and Arrow prepared for action. About four o'clock in the afternoon, one of the enemy's frigates came abreast of the Acheron, and after having hailed her, poured in a broadside of round and grape-shot, which considerably damaged her masts and rigging, but did no other mischief. The Acheron was manœuvred with great skill; and having returned the broadside, she was wore, and the guns from the other side fired. In the meantime the Arrow joined in the action, and raked the frigate. The enemy's other vessel now came up, and passing the Arrow without firing, presented her stern towards the Acheron, who immediately gave her two rounds from the larboard guns. The frigates soon after this hauled their wind, and stood off; and the night was employed in the necessary repairs and preparations for the renewal of the engagement, by both parties. About seven o'clock on the following morning, the action recommenced. The enemy at first directed their attention principally to the Acheron, but afterwards pressed hard upon the Arrow. The battle continued for some time with various success, but the overwhelming superiority of the enemy, at last compelled the Arrow to strike, having suffered very severely; and Captain Farquhar, aware that it was only exposing his gallant crew to certain destruction, longer to contend against such unequal force, also resolved to surrender; he, however, previously made sail to ascertain whether there was any chance of escape: this he found impossible, and having received another broadside, he surrendered to the French frigate L'Hortense, of forty-four guns. The Acheron was so much disabled, that, as soon as her crew were removed, she was set on fire by the enemy.

A gallant, though unsuccessful action, was fought between the Cleopatra frigate, of thirty guns, and two hundred men, Sir Robert Lawrie, commander, and the French frigate La Ville de Milan, of forty-six guns, and three hundred and fifty men, besides officers. The British captain was on a cruize, when he discovered the enemy's ship, in latitude 28 N., longitude 67 W. The enemy, when the ships neared each other, seemed disposed to decline a contest, and this induced Sir Robert, notwithstanding the great superiority of the force (La Ville de Milan, having been built for a seventy-four, was double the size of the Cleopatra) to do every thing he could to bring on an action; and in order to entice the enemy nearer, he hoisted American colours; this, however would not do, and Sir Robert determined to pursue them. The chase began on the 16th of February, and on the 17th, at day-break, the enemy was about four miles a-head, and at this time appeared to be preparing for action, directing all her manœuvres to gain the wind of the Cleopatra, which she was enabled to accomplish, as she was a very superior sailer. Firing commenced, but the distance was still so great, that no mischief was done; though the enemy's guns were of such heavy metal, and so well directed that Sir Robert was obliged to steer up, so as to keep on their quarter, in order to avoid being raked, and this prolonged the chase. When the two ships were within half a cable's length, the enemy suddenly luffed close to the wind, and poured in two broadsides; these were returned with great promptness, and the action became regular. Each party manœuvring his ship so as to gain the advantage of his opponent. About five o'clock, the English frigate had sustained so much damage in her rigging, that it was found impossible either to shorten or back a sail, and Sir Robert, therefore, in order to prevent his stern from being exposed to the heavy broadside of the enemy, endeavoured to cross his bow, in the hope that in that position he might be able to rake him; but while the ship was in the act of wearing a shot from the La Ville de Milan struck her wheel, and rendered it completely useless; her rudder too was in the same predicament, in consequence of the splinters, &c. that surrounded it, and the English frigate became totally unmanageable. The enemy immediately took advantage of this, and running his head and bowsprit over the quarter-deck of the Cleopatra, at the same time opening a heavy fire of musketry, endeavoured to board her; in this, however, he was foiled, and driven back in great confusion, and with considerable loss: but the enemy's frigate, being considerably higher out of the water, was enabled to fire down upon the Cleopatra, with such effect that her decks were soon cleared. Sir Robert, however, notwithstanding the critical situation of his frigate, having a very superior vessel lying across her, going almost before the wind, a high sea running, every heave of which seemed as if it would drive the enemy through the sides of the Cleopatra, could not think of surrendering whilst there remained the slightest chance of his saving the ship: his only hope was of getting clear of his opponent. To effect this, therefore, he ordered some of the remaining sails to be set; but every man who attempted to execute these orders was knocked down by the musketry, and small shot of the enemy; and about five o'clock, they again attempted to board him and succeeded; and Sir Robert, unable longer to contend against this unequal force was reluctantly compelled to surrender. We are proud to be enabled to follow our narrative of this affair by an account of the capture of La Ville de Milan, the recapture of the Cleopatra, and with her the restoration to the service of their country, of the gallant commander, and his brave crew:—

On the 23d of February, Captain Talbot, of the Leander, a fifty gun ship, discovered a large vessel under jury-masts, accompanied by one of a much smaller size: and immediately determined on giving them chace. About four o'clock he came up with the smallest, which struck as soon as a single gun was fired at her. This was the Cleopatra, having been only six days in the possession of the enemy. As soon as her colours were struck, her crew came on deck, and took possession of her. Captain Talbot now pursued the other vessel and in less than an hour came alongside of her, when she also struck, without a gun being fired on either side.

The officers of the French frigate spoke in the highest terms of the gallant and intrepid conduct of the captain and crew of the Cleopatra, and acknowledged, that had she not unfortunately forged a-head of La Ville de Milan, in the latter part of the action, she must have proved the victor. The captain of the French frigate, M. Reynaud, was killed by the last shot which was fired by the Cleopatra.

We are proud to have the opportunity of closing our report of this year of glory, with an enterprize in which the invincible bravery and gallantry of the British seamen employed, can only be equalled by their humanity and generosity to their wounded enemies.

Information having reached Captain Maitland, of the Loire frigate, (of whom we in 1803 made most honourable mention) that a privateer of twenty-six guns was fitting out in Muros Bay, he resolved to attempt either her capture or destruction; and accordingly being well acquainted with this bay, he stood in as close as possible, and made every preparation for engaging at anchor; at the same time, he directed Mr. Yeo, his first lieutenant, with two other officers, and fifty men, to land, and storm the fort which protected the privateer. The boats in which they were to embark, were kept alongside of the frigate, till she got well into the bay; but she had but just cleared a point of land, when she was unexpectedly fired upon by a small battery; and Captain Maitland, aware that if this was not silenced, his frigate would be much annoyed, immediately directed Lieutenant Yeo, and his men to push ashore and spike the guns; animating the men to deeds of glory, by reminding them that it was the birth-day of their sovereign. The Loire approached the scene of action, and fresh difficulties presented themselves. In addition to the privateer of which the captain had received information, there was a long corvette of twenty-six ports, nearly ready for sea. Captain Maitland, however, was induced to hope, that as neither of them began to fire, that they had not got their guns on board; and under this impression he directed his attention to a heavy fort, distant about a quarter of a mile, which opened a well directed fire, and from which several shots had pierced the hull of the Loire, but, aware that the nearer the frigate approached, the more she would be exposed, he anchored in an advantageous position, and began to return the fire.

Lieutenant Yeo, with the men under his command, in the meantime, had effected a landing, and on their proceeding towards the battery on the point, it was immediately abandoned by the enemy. They next directed their steps towards the strong fortress at the entrance of the tower, which we have noticed as having fired upon the Loire with so much effect: this Lieutenant Yeo determined to storm, and had no sooner announced his intention to his brave companions, than he was followed with that alacrity and intrepidity, which characterize British tars, who are ever most animated when the service to be performed is such as to call for the exercise of the most undaunted bravery, and heroism. It fortunately happened that the enemy had neglected to secure the gate of the fort, but on the approach of the British sailors to the inner gate, they were met by the governor with all the troops he could collect together, with the crews of the privateers. Lieutenant Yeo, was the first who entered the fort, and, with one blow, the force of which broke his sabre in two, he laid the governor dead at his feet. From the extreme narrowness of the gate, the enemy at first had the advantage; but being dislodged, they were soon compelled to fly, many of them in such confusion and dismay, that they actually leaped from the embrasures, a height of nearly twenty-five feet, on the rocks below. Captain Yeo now took possession of the fort; and immediately the attentions of the brave victors were directed to their suffering fellow-creatures, to whose assistance and comfort each British tar rivalled his fellow in his anxiety to contribute all in his power; and they were fully repaid by the gratitude of the friends of the poor wounded prisoners, as they came with sorrowful hearts to take them away.

As soon as the British flag was displayed on the fort, the obstacles to Captain Maitland's taking possession of the enemy's vessels in the road were trifling; these vessels were the Confiance French privateer, pierced for twenty-six guns, twelve and nine pounders, a French privateer brig, pierced for twenty eighteen pound carronades, (neither of these, however, had their guns on board) and a Spanish merchant brig in ballast. The British captain having taken possession of these, hoisted a flag of truce, and informed the inhabitants, that if they would deliver up such of the stores as were on shore, he would do them no damage, which was cheerfully and instantly complied with by the inhabitants.

In his official dispatches Captain Maitland speaks of the bravery and discipline of the men on shore in the highest terms of praise, and further says, that "the bishop and one of the principal inhabitants of the town, came off to express their gratitude for the orderly behaviour of the people (there not being one instance of pillage,) and to make offer of every refreshment the place afforded."

1806.—The parliament assembled on the 21st of January, and was formally opened by Commission. His Majesty's speech, which was read by the Lord Chancellor, dwelt with marked emphasis on the destruction of the combined maritime power of France and Spain, by the victory of Trafalgar; and, in adverting to the death of the gallant Nelson, to whom alone the glorious results of the ever memorable 21st of October, must be attributed, it deplored that the day, a day of triumph, to which he and his subjects should with exultation and pride, refer all the quarters of the globe, as a beacon to warn them how they dared to contend with Britons, should have been clouded by the fall of the heroic commander; it also called upon the parliament to enable his majesty to annex to the honours which had been conferred upon the family of the departed hero, the means of supporting them with due dignity, and thus handing down to the latest posterity, a name which will ever serve as the rallying word to deeds of valour, and as an illustrious example to the young aspirant for fame, which cannot fail to lead him to glory—the name of NELSON. The speech then alluded to the success of Bonaparte at Austerlitz, and concluded with the hope, that through the firmness of the emperor of Russia, the tranquillity of Europe might yet be restored. The latter topic, however, but for the indisposition of Mr. Pitt, would most likely have divided both houses, on the motion for the address to his majesty, this prevented it, and the address was carried, the opposition satisfying themselves with giving notice for a motion for a full enquiry into the state of the country, and the causes which had led to it.

On the 23rd of January, the address from both Houses were presented, and on the same day Mr. Pitt died.

A new ministry was now formed, Lord Grenville was appointed first lord of the treasury; Mr. Grey, first lord of the admiralty, and Mr. Sheridan, treasurer of the navy. The command of the channel fleet, with very comprehensive powers, was given to Earl St. Vincent; and this brought before the House of Commons, a motion for an enquiry into the conduct of that noble Lord whilst at the head of the Admiralty; which however was almost unanimously rejected; and the following tribute to the gallant admiral, proposed by Mr. Fox, in a short speech, was carried without a division. "That it appears to this house, that the conduct of the Earl of St. Vincent in his naval administration, has added an additional lustre to his exalted character, and merits the approbation of the house."

In April, Lord Howick in the committee of supply; moved for an increase of pay to the Navy; by which, every ordinary seaman was to have an additional pay of two shillings per month; able seamen, four shillings per month; petty officers, five shillings per month, and to captains of the forecastle, of the tops, and of the after-guard (an addition to the number of petty officers now proposed by his lordship) nine shillings and six-pence per month; to master's mates and warrant-officers (while in actual service only) six shillings per month; to the chaplains whom his lordship proposed should also act as school-masters, an augmentation of 20*l.* per annum. The commissioned officers were to have an increase as follows: lieutenants, one shilling per day extra; captains, four shillings; rear-admirals, three shillings and sixpence; vice-admirals, five shillings; admirals, seven shillings; and admirals of the fleet, ten shillings. Lord Howick then proceeded to the consideration of the case of disabled seamen; and proposed an addition to the funds of Greenwich chest, of from 14, 000, to 20, 000*l*; from this additional sum, out pensioners were to have an increase to their allowance, to be regulated by the length of their services, their wounds and age. This grant to Greenwich, however, he proposed should be raised, (without any demand upon the public purse) but by a levy of one shilling in the pound upon all prize money, and by the appropriation of a part of the droits of the admiralty. To this motion little opposition was offered and it was therefore carried into full effect.

The trial of Lord Melville, which we have spoken of under the head 1805, occupied sixteen days of this year, and took place in Westminster Hall under the direction of the House of Commons. Notwithstanding the charges preferred against this nobleman, were those of gross abuses, and misapplication of the public money whilst treasurer of the navy, we do not feel that we are called upon to enter into any detail of the trial: as usual, much legal sophistry and a rning was displayed on both sides; but the accusers failing in their proofs, being under the necessity of adducing as evidence those deeply implicated in the charges, his lordship was acquitted of the articles of impeachment exhibited against him by the Commons, for high crimes and misdemeanors, and of all things contained therein.

Although the victory of Trafalgar had greatly crippled the enemy's naval force, and had rendered the safety of their remaining ships, whenever they should put to sea, highly precarious, yet the situation of the French West India colonies was such as to determine Bonaparte to dispatch a fleet of eleven sail of the line and a number of frigates for their support and relief. This fleet sailed towards the close of the year 1805, under the command of Admiral Villaumez, accompanied by Jerome Bonaparte. After putting to sea, it divided into two squadrons and proceeded by different routes towards the West Indies. As soon as this information reached the British government, they sent out instructions to the East and West Indies, and took every measure necessary to prevent its doing any material mischief. Admiral Duckworth, with seven sail of the line, was at this time stationed in the West Indies, and on intelligence that the enemy's fleet was in that quarter, he lost no time in getting through the Mona passage, and in proceeding to the town of St. Dominique. On the morning of the 5th of February, at about six o'clock, the enemy's five ships of the line, two frigates, and a corvette, were discovered getting under weigh, and at eight they were in a compact line. Admiral Duckworth, aware that the other French fleet was in these seas; and conceiving that the object of the commanders was to unite, took such measures as he thought most likely to frustrate such intentions. By nine o'clock he had got so near the enemy as to compel them to come into action; and immediately he made the signal, that the principal object of attack would be the admiral and his second, and that the ships of his fleet should take their stations, and engage as they came up. Admiral Duckworth, in the Superb, began the action with the Alexander of 84 guns; but after having discharged three well-directed broadsides the Alexander sheered off. In the meanwhile the Northumberland, Rear-admiral Cochrane, was engaged with the Imperial of one hundred and twenty guns; and our admiral having compelled the Alexander to fly, hastened to the assistance of the Northumberland, who was suffering greatly from the fire of her most tremendous opponent. The Imperial bore the fire of these two ships nearly an hour, when, being completely beaten, she hauled directly for the land, the Superb following close after her; about twelve o'clock the Imperial, the French admiral's ship ran on shore, and the Superb, being only in seventeen fathoms water, now hauled her wind. The Diomede, another of the enemy's ships also ran aground. The Alexander in her flight fell in with Admiral Louis, who commanded the lee division of the British fleet, who immediately attacked her and soon compelled her to surrender; Le Jupiter and Le Brave of 74 guns each were also taken; the two frigates and corvette escaped. The loss of the enemy in killed and wounded was very great, amounting on board the Alexander, the Jupiter, and the Brave only, to nearly eight hundred men; that of the British, on board the Superb, six killed and fifty-six wounded; the Northumberland, who had contended alone against such a very superior force, twenty-one killed and seventy-nine wounded; the Canopus, thirty killed and wounded; the Donegal, twelve killed, and thirty-seven wounded; the Atlas, eight killed and eleven wounded; and the Agamemnon, one killed and thirteen wounded. Admiral Duckworth dispatched the Spencer, Donegal, and Atlas with the prizes to Jamaica; while he himself, with the Canopus, Acasta and Magicienne, proceeded to attempt the destruction of the two ships of the enemy which had been ashore; which service was most effectually performed, under the command of Captain Dunn, without the loss of a single prisoner; and this too, notwithstanding a most tremendous sea was running at the time; another proof both of the courage and humanity of the British sailor.

The other division of the French fleet was at first attended by success, having fell in with and captured some transports from Gibraltar, with troops, and fully accomplished the object for which they were sent, the landing of a body of troops from St. Domingo. The French admiral Villaumez, who commanded this division, consisting of six sail of the line and three frigates, also plundered the islands of Monserrat, Nevis, and St. Kitts: he now proceeded to Barbadoes, where he was discovered by Admiral Cochrane, who having only four sail of the line, and being in daily expectation of a reinforcement from Tortola, did not at present deem it prudent to hazard an engagement. The enemy, however, were now doomed to contend with an enemy who soon effected all that the British expected to accomplish,—and this enemy was the elements: a most violent hurricane arose, which completely dispersed the French fleet. The admiral's ship in a most crippled state with great difficulty reached the Havannah, the Impetueux was driven by the storm for America, and took refuge in the Chesapeake; whither she was followed by two of Admiral Cochrane's squadron: she however ran ashore, and was burnt by the crew of the Melampus. Two other ships of the enemy were destroyed on the American coast; the Castor it is thought foundered at sea; and the Veteran alone, with Jerome Bonaparte on board, effected her escape, and got safe to port L'Orient.

In the autumn of 1805, an expedition had been fitted out, consisting of several ships of the line and frigates, under the command of Sir Home Popham, having on board a force of nearly five thousand troops, commanded by Sir David Baird, for the Cape of Good Hope; which, however did not effect a landing till the 6th of January, and then though they met with little opposition from the enemy, the violence of the swell was such as to cause one of the boats to overset and thus lose to them the services of thirty-five brave fellows of the ninety-third regiment. When the troops had ascended the Blue Mountains, on their way to Cape Town, they discovered the Dutch, about five thousand men, drawn up in two lines, and twenty-three pieces of cannon. These for some time most vigorously defended themselves, but a charge from the Highland brigade compelled them to a precipitate retreat. On the 10th Cape Town surrendered and General Jansens, the Dutch commander now acceded to the proposals of the British general, and the whole settlement was placed under the sovereignty of Great Britain.

The English commanders now turned their attention to Buenos Ayres, and on the 6th of June arrived off Cape St. Mary, and in a few days had the satisfaction of obtaining possession of Buenos Ayres by capitulation. When the town was taken it contained a great deal of wealth, principally specie, a great part of which, nearly one million dollars, was sent to England without delay; in the Royal treasury there still remained near two hundred thousand dollars, and the other property was thought to amount to three millions.

After the successful operations of Sir John Stuart in the Mediterranean, and his glorious victory on the plains of Maida, (events which, as they were entirely military, it is not our province to notice in detail) the French armies advanced into Calabria; and it now becomes our duty, Sir Sidney Smith having joined in the subsequent exploits of the gallant general, to dwell upon their operations. Gaeta was the only place that seemed capable of standing out against the French force, and in order to render the defence of that place the more effective, Sir Sidney Smith, in the Pompée, and a small squadron under his command, hastened to the coast of Calabria opened a communication with the commander of Gaeta, the Prince of Hesse, and conveyed to him the most essential articles, and a promise of every assistance within their power; which so animated the garrison, that they renewed their resistance to the enemy, which had began to slacken before the arrival of Sir Sidney, with new confidence and vigour. The two commanders planned a sortie: a small party from the garrison were to embark, and land in the rear of the enemy's batteries to the northward, while the squadron was to co-operate in the mode most likely to render the sortie effective. On the morning of the 15th this plan was successfully put into execution, the enemy were driven out of their trenches; one of their batteries taken, and the guns on it spiked; the boats of the English squadron, under the command of Captain Richardson, lending an active assistance. This success, however, only protracted the fate of the place, for the garrison being greatly diminished, and completely worn out, by continued exertion, and the Prince of Hesse himself severely wounded, it was deemed prudent to capitulate, and the place was accordingly surrendered to Joseph Bonaparte, then king of Naples.

Sir Sidney Smith in the mean while proceeded to the island of Capri with the intent to dislodge the French from that place; and having first ineffectually summoned the commandant to surrender, he landed the marines and a body of seamen, and with this small party, beating down all the obstacles, and difficulties which the situation of the place presented, gained the heights; and the French commander having fallen by the hand of Captain Stannus of the marines, terms of capitulation were proposed by the enemy, and acceded to by Sir Sidney; and thus this important place came into the possession of great Britain.

The only single actions, worthy of record, during this year, are the following:—

The first of which was the complete and successful execution of a very hazardous enterprize in the river Garonne, the navigation of which is perhaps the most difficult of any on the French coast. Lord Cochrane having received intelligence that there were some corvettes of the enemy's in this river, immediately resolved on attempting either their destruction or capture, and for this purpose he manned the boats, and the ardour and anxiety of the seamen and marines for the enterprize was so great, that there were many more volunteers than could possibly be employed. The first corvette which they attacked, mounted fourteen long twelve pounders, and had on board ninety-five men, and lay twenty-five miles above the shoals; yet the ardour of the boats' crew was such that all these obstacles appeared trifling; they successfully boarded, and succeeded in capturing, and cutting her out. An alarm was now given, and a sloop of war came up, which, after an engagement of nearly an hour, they compelled to sheer off, not however, before she had received considerable damage in her hull. While the boats were thus employed three of the enemy's ships bore down upon Lord Cochrane's vessel, the Pallas, which was lying at anchor. His lordship immediately ordered the anchor to be weighed: in a few minutes the Pallas was under sail, and though her crew was inadequate even to the working of the ship, she gave them chace, and a national twenty-four gun-ship, one of twenty-two guns, and a corvette of eighteen guns were driven on shore; and in a very short time nine of the enemy's ships were taken, burnt or driven on shore. On this gallant and decisive enterprize, the British lost not a single man, and only three were wounded.

- The Garonne too, was the scene of another truly brave enterprize. Two corvettes and a convoy lay in the entrance of this river, and Sir Samuel Hood, dispatched a boat from each line of battle ship of the squadron under his command to attack them. The management and direction of this enterprize was given to Lieutenant Silby. Soon after the boats left the squadron, a strong breeze from the west arose which at the same time that it was much against the boats, enabled the enemy to make sail up to the Garonne, where it was impossible for the boats to follow them. Obstacles, to British sailors are but incitements to new vigour and energy; and the boats proceeded as far as Verdun road, where they, after an obstinate resistance, boarded and captured the French brig Cæsar. of eighteen guns, and eighty-six men. To get her safely out of the river there was still much to be done: this however was accomplished, and she was worked in safety past the batteries, notwithstanding they kept up a constant fire upon her for nearly two hours. In this affair our loss was six killed, and thirty-six wounded, including the gallant Lieutenant Sibly, who received several very severe wounds.

A small squadron consisting of a sloop of war, of sixteen guns, and a brig of fourteen, under the command of Captain Burrows, in the Constance frigate, employed cruizing off St. Malocs, discovered a large French frigate, proceeding along the coast; and as soon as she perceived them, she hauled close in with the rocks, and made every preparation for an obstinate defence. She was covered by a battery, erected on an adjoining hill, as well as field pieces and musketry, employed by troops brought down for that purpose. These appearances of defence only called forth the ardour, and intrepidity of the British sailors; the English squadron quickly anchored within pistol-shot of the enemy, with springs on their cables, when the engagement began; it continued nearly two hours with great determination on both sides, when the enemy was compelled to yield. She proved to be the Salamandre of twenty-six long twelve, and eighteen pounders, with a complement of one hundred and fifty men. Soon after the action had terminated, which had been fought close in the shore, both the Salamandre, and Constance took the ground, and every effort to get them off was ineffectual, as the troops from the shore opened such a fire upon them, as rendered it impossible for the seamen to stand upon deck: to add to their misfortunes, the rising tide having floated the Constance, she was again drifted by the wind further on the rocks, when it became absolutely necessary for the crew to abandon her: before they consented to this, they attempted, though unsuccessfully to set her on fire, but all who were employed on the service being either killed or made prisoners; they were compelled to seek their safety. On the following morning, however, they had the satisfaction to find that she had become a complete wreck, and that the enemy could make no use of her, even if he had been able to have got her off, which was impracticable. The British sailors succeeded in completely destroying the captured frigate. Of the officers, and crew of the Constance, about a hundred were saved; the rest were either killed in their attempts to recover their vessel, or taken prisoners.

Captain Brisbare of the Arethusa, in company with Captain Lydiard, discovered a large Spanish frigate, and twelve gun-boats, lying at anchor, within pistol-shot of a castle, mounting sixteen thirty-six pounders, in three fathoms and a half water, and immediately resolved on attacking her, although the difficulty of the undertaking was greatly enhanced by its having to be made with a lee-shore. As the British ships bore down on the enemy, they suffered considerably from the raking fire of the boats; the enemy's ships, and the fort reserving their fire till our ships came to anchor, which they did about ten o'clock; the Arethusa close to the enemy's frigate, and the *Anson* on the larboard bow of the Arethusa, when the action became general.

In little more than an half an hour, the frigate struck her colours, six of the gun-boats were sunk, three blew up, and three were driven on shore; the castle continued its fire, however, with, if any thing, increased fury, in the hope, perhaps, of preventing the British from taking possession of their prize; but in this they were mistaken, for although they fired red-hot shot, two officers, one from each of the British ships succeeded in taking possession of her. She proved to be the Pomona, mounting thirty-eight guns, with a complement of three hundred and forty-seven men; her loss in this affair was, her captain and twenty men killed; and two lieutenants and thirty men wounded. The British loss was two killed and thirty-two wounded.

Towards the close of the year, another French squadron of five frigates and two corvettes, with two thousand troops, was dispatched by that government from Rochefort, for the protection and relief of their islands in the West Indies; but it had scarcely put to sea, when it was discovered by Sir Samuel Hood, who immediately gave chase: long before he came up with the enemy, he commenced a heavy cannonading, the result of which was, that four of the frigates struck. They were very fine vessels, mounting twenty-eight eighteen pounders on the main-deck, and having on board six hundred and fifty men each, including the troops; full of arms, stores, provisions and ammunition.

Admiral Linois, in the Marengo of 80 guns, and 740 men, after a successful cruize, having collected a considerable booty, in company with the Belle Poule, of forty eighteen pounders, and three hundred and twenty men, were making their way to the Isle of France, when they were met by Sir John Warren, with a squadron which had been sent out in pursuit of Jerome Bonaparte, who immediately attacked them: the enemy endeavoured to escape, but after a running fight of three hours, they both struck their colours.

1807.—During the administration of Mr. Fox negociations with the French government, had been opened for the purposes of establishing between the two countries an honourable peace. From the ingenuousness of the French government, however, little progress had been made toward the attainment of this object, so near and dear to the heart of Mr. Fox; and on the death of this great statesman, which took place on the 13th of September, 1806, all further negociations were broken off.

Lord Howick succeeded Mr. Fox, as secretary of state for foreign affairs; and Mr. Thomas Grenville became first lord of the admiralty. On the 15th of December a new parliament was called; and on the 19th, his Majesty's speech was read by commission: it informed the parliament that his majesty had ordered all papers relative to the late negociations to be laid before them; from which he was satisfied that they would be convinced of the sincerity of his desire for the establishment of peace; but that the demands of the French government were such as to render the attainment of this desideratum totally incompatible with the honour of the country. It next adverted to the war between Prussia and France, and gave it as the opinion of his majesty that the former had been forced into the contest; lamented its unfavourable issue, but still hoped that means would be found for re-establishing the independance of Europe. The opposition to France of the King of Sweden, was the subject of commendation, as was also the adherence of Russia to this country. The speech concluded with an avowal of the difficulty in which Great Britain, as well as all Europe was placed; but as the resources of the nation were still great, and the people determined to preserve inviolate their independance, and the dignity of the national character, his majesty still firmly trusted, that humbly relying on the protection of Divine Providence, he should be enabled so to conduct this country, aided by the wise deliberations of parliament, and the public spirit of his brave people, so that she should still continue to be a blessing and defence to Europe. The address to his majesty for his gracious speech was, in the house of lords carried without any opposition, but in the commons Mr. Canning proposed an amendment, grounding his opposition, on the amicable disposition of the ministry, accusing them of being the dupes of Bonaparte in supposing him pacific, and continuing to negociate with him after he had left Paris, to head his army against Russia. He said every body had seen the approach of the rupture between Russia and France, long before they had done any thing which could convince the nation that they were even aware of it, It was true, he continued in his usual strain of satire, that after the Prussian army was destroyed, they had sent a few military men to their assistance; and he supposed that when the Prussian monarch was no more they would perhaps send an army. This statement was combated with great force and ingenuity, by Lord Howick: the amendment was withdrawn, and the original address carried, *nemine contradicente*. The ministry, however, notwithstanding the nation were well disposed towards them, wanted the confidence of his majesty; and on the introduction of the question for the extension of the full benefits and privileges of the constitution to Roman Catholic subjects, to which they in their liberality and justice would have assented; his majesty's conscience took alarm, and he set himself against his ministers; when they, with honourable consistency, resigned.

In April 1807, a new ministry was called: the Duke of Portland was made first lord of the treasury, Mr. Percival, as the efficient head of the administration, chancellor of the exchequer, Lord Mulgrave first lord of the admiralty. Some divisions took place in the house, from which it was apparent the new ministry had not that support which is necessary to command the confidence of the people. The ranks of the opposition were attempted to be thinned by threats of a dissolution of parliament, and these threats were put in execution. On the 22nd June the new parliament met; on the 26th his majesty's speech was read by commission. His majesty held out hopes that the most beneficial effects were likely to result from our continental alliances; he lamented to have to notice a rupture between the Emperor of Russia and the Sublime Porte, and the failure of his efforts to mediate between them. He then adverted to the agitation of the Catholic question, and to the spirit of discontent which had naturally been excited; and concluded by assuring the parliament, that he was deeply impressed with the importance of cherishing, most particulary at the present moment, a spirit of union and harmony amongst his people. Aware that the domestic prosperity of the country, and the success and vigour of its councils and arms abroad mainly depended upon it. The debates on the address were in both houses long and violent; it was however carried by a large majority.

As the present ministry had been clamorous in their censures of the late administration for the tardiness they had shewn in the rendering of assistance both to Prussia, in her war with France, and on the commencement of hostilities between Russia and that government; they determined to avoid falling into the same error. Though the hostile armies, on the comfines of Russia, during the winter were inactive, the British were in possession of the information that Bonaparte intended to open the campaign of 1807 with great vigour; and as the only mode in which they could be of effective service to Russia seemed that of sending an armament to the Baltic, to act in the rear of the French army; a large body of troops, foreign and British, were collected for that purpose The foreign troops had arrived at Stralsand and the Isle of Rugen; but before the remainder could be embarked the English government learnt that the fate of Russia was decided by the battle of Friedland which was followed by the treaty of Tilsit. The embarkation of the troops, however, still continued; and their object and destination, was the subject of much surprise and conjecture: it was at length known that they had proceeded to Copenhagen for the purpose of taking possession of the Danish fleet of stores. Much difference of opinion prevailed respecting this measure: ministers justified their proceedings on the plea of necessity and self-preservation; urging that the Danish fleet, if not taken possession of by us, would have fallen into the hands of Bonaparte, as the Danes were unable to prevent its seizure; indeed, they asserted, there was reason to think that Denmark, in order to keep well with France, would have yielded it up to him: in either case, whether taken by Bonaparte, or yielded up to him, it must be considered as hostile to this country: whilst the opponents of the measure contended, that the principle was that which was depricated in Bonaparte, and which we were calling upon all Europe to assist in resisting; and that since it could not be maintained, that even if Bonaparte had got possession of the fleet, and that he could do so was but problematical, our safety was endangered, the plea of necessity could not be justified.

Before this expedition, which was a most formidable one, consisting of forty-two ships of war, under Admiral Gambier, having on board twenty thousand troops under the command of Lord Cathcart, began to act, the British minister at Copenhagen used every persuasion to induce the Danes peaceably to surrender their fleet. This they refused, and on the 16th August, the army was landed at Wisbeck, about eight miles from Copenhagen. The British commanders immediately issued a proclamation, stating the obect of the expedition, expressing their hope that it would be accomplished without bloodshed; but at the same time making known that their orders were imperative, and that force would be resorted to if they continued to refuse peaceably to deliver up their fleet.

The Danish government determined to defend their fleet, and the proclamation was therefore not attended to. The British commanders now made their arrangements for co-operation of the army and fleet: the frigates and gun-boats were stationed near to the entrance into the harbour, in such a position as to be able to throw shells into Copenhagen; and while the troops under the command of Sir Arthur Wellesley were advancing against the city by land, and were defeating the troops that were opposed to them, the operations of the navy were equally active and successful. The Danes had collected a great number of gun-boats and praams, which were supported by the Crown Batteries, and a block-house, and offered a most tremendous resistance to the British squadron, and at first succeeded in forcing them to retire beyond the reach of the red-hot shot: but they soon resumed their station and were successful against the gun-boats and praams. As it however was of the utmost importance that these boats should be silenced, batteries were erected on shore, which opened a dreadful fire upon them; one of them was blown up, and the Danes were compelled to retreat with great loss. During this time the main body of the British army was gaining ground; having advanced within four hundred yards of the ramparts, and even carried and turned against the enemy one of their strongest redoubts. Still the Danes held out, and the British prepared to bombard the capital: by the 31st all was nearly ready for action, the commanders once more summoned General Pieman to capitulate; this however he refused; and on the 2nd of September the bombardment commenced, and continued without intermission till the evening of the 5th, when great part of the city was in flames; the Danish commander now, aware that if it continued much longer the whole would be reduced to ashes, felt it his duty to send out a flag of truce requesting a suspension of hostilities for twenty-four hours in order to preprae the terms of capitulation. The answer was that no terms could be acceded to which did not embrace the unconditional surrender of the fleet. To this the Danish general agreed; and on the morning of the 7th the capitulation was ratified, by which all the ships of war (amounting to sixty-two, besides several on the stocks) and naval stores, (of which there was such an abundance that after all the Danish ships of the line and frigates had been loaded, it was found necessary to employ ninety-two transports to bring them to England) were to be delivered up to great Britain; a mutual restoration of prisoners was to take place; private property was to be respected; and in six weeks the citadel was to be given up to the Danish king, and the whole island of Zealand was to be evacuated by the British troops. Of the conduct of the commanders of this expedition, whatever opinion may be formed of its policy or justice, too much praise cannot be bestowed: every thing that was within their power was done to tranquilize the minds of the Danish people, and to prove that they acted under orders originating in a conviction of the imperative necessity of the measure: the Danes were not however, to be reconciled: and the result was a war between that country and Great Britain.

The pacific efforts of the English government to reconcile the differences between the Turkish government and the Emperor of Russia having been unsuccessful, they resolved to have recourse to force under the impression that the appearance of a British fleet in the Dardanelles would induce the Sublime Porte to listen to terms; and accordingly seven sail of the line, a frigate and two sloops, under the command of Admiral Duckworth, proceeded on the 19th of *March* against Constantinople. The passage to the city is defended by the outer and interior castles; from the former the fleet suffered but little, but in the passage between the Sestos and the Abydos, where the ships were obliged to sail within point blank shot of the enemy, the fire from the castles was heavy and destructive; the ships returned the fire with so much effect, however, that the fire of the castles soon slackened, and the rear of the fleet passed through with comparatively little damage.

Sir Sidney Smith was next sent against a small Turkish squadron lying at anchor to the north-east of the castles, and succeeded in destroying it; this accomplished, a detachment of marines were sent on shore to spike the guns of a strong battery on Point Resques, in which they also succeeded.

There was now every reason to hope that the Turks would be brought to pacific terms by the negotiation of Mr. Arbuthnot, who had been at the court of Constantinople, and was now on board the fleet, when that gentleman was taken ill, and the negotiations were necessarily suspended. In the meantime the Turks went on with their works, and had constructed most formidable means of defence; while the state of the weather was such as to render it impossible for the English admiral to get his fleet into a situation proper for commencing offensive operations against the city, even if it should be found necessary. The Turks soon perceived this, and though they did not absolutely reject all negotiation, yet their conduct and delays sufficiently proved that they felt themselves sufficiently strong to bid defiance to all the opposing fleet was competent to effect. Admiral Duckworth repeated his threats of bombarding Constantinople; these however the Turks heeded not; but, while the British admiral was compelled to inactivity, they had lined the whole coast with a chain of batteries: twelve line of battle ships filled with troops, were ready for sea, and a great number of smaller vessels and fire ships, had been collected. Admiral Duckworth, fully aware of the critical situation in which he was placed, scarcely knew how to act; to return into the Mediterranean, after having passed the Dardanelles for the express purpose of bringing the Turks to terms, and this after the threats of bombardment, was to the gallant admiral most revolting; yet what was to be done, if the weather should prove favorable, he might still put in force his threats, but even then, without he could bring the Turks to pacific terms, of which there was little hope, the injury he could possibly do the city, would not compensate for the damage his fleet must of necessity sustain; and then with his crippled fleet he must repass the Dardanelles, now rendered infinitely stronger than when he came through them: under these convictions, on the 1st of April he weighed anchor. In repassing the Dardanelles many of his ships were seriously injured in their hulls, masts, and rigging; one, the Windsor Castle, was struck by a granite shot of eight hundred pounds weight. In this expedition our loss in killed and wounded amounted to nearly three hundred officers and men.

This expedition was most justly censured at home; nor could the ingenuity of the ministers, upon whom alone the censures rested, find satisfactory answers for the questions which were so naturally put to them, and to the neglect of which the failure of the undertaking was to be solely attributed: Why were not a sufficient number of troops sent out, to have either taken possession of, or destroyed the castles which protected the passage of the Dardanelles? Had this been the case, the object of the expedition would, in all probability, have been accomplished.

We noticed the capitulation of Buenos Ayres in our report of the year 1806. Information of the event had been dispatched to the Cape of Good Hope, from whence the expedition sailed, and to England, and from both reinforcements were sent out; those from England under the command of Sir Samuel Auchmuty, and at the same time Sir R. Sterling was sent to supersede Sir Home Popham who commanded the fleet on that station; but before the arrival of his force, General Beresford had been compelled to surrender the newly acquired conquest. The reinforcement from England did not arrive in the river Plata, till the 5th of January in the present year; on the junction of these two forces, it was determined to attempt the reduction of Monte Video before they proceeded against Buenos

Ayres; in this they completely succeeded, notwithstanding the difficulties to which the troops were exposed, and the vigorous resistance of the Spaniards—Monte Video was taken by assault.

As the ministry were anxious to extend our conquests in this part of South America, they further dispatched General Crawford with five thousand men, under protection of four ships of the line, with directions to wait at Port Praya, where he was to be joined by Admiral Murray with two more ships of the line; General Crawford, however, left Port Praya before the arrival of the admiral, who had been delayed by contrary winds; for which he was much blamed, and General Whitelock was sent to supersede him in the command of the expedition.

General Whitelock left England in March, and on his arrival in the river Plata, an attack on Buenos Ayres was resolved on. Of the disgraceful failure of this attack, even at this time, we cannot trust ourselves to speak. The bravery of the troops paralyzed by the folly—the cowardice of their commander, who was glad to accept the conditions of the commandant of the place; and thus a conquest, which promised such commercial and political benefit to Great Britain, was wrested from us by the incapacity (or worse) of the man to whom the command and direction of the undertaking had been entrusted. For this, Whitelock was brought to trial, and dismissed the service with disgrace.

Before we proceed to the detail of the single actions, of which indeed there were only two that deserve particular mention, we must notice what must be considered the ostensible cause of our rupture at this time with America; we say *ostensible*, because there was, at this time, a correspondence between the two powers, respecting the orders in council, which the British government had felt themselves called upon to issue as retaliating upon the decrees of Bonaparte, for the destruction of our commerce; and these orders in council, evidently injurious to America, had, with justice, created considerable jealousy and dissatisfaction; this too was increased by measures which we were called upon to put in force by the alarming extent of the practice—the desertion of our seamen to the American service, —viz. the searching their vessels for deserters; the which (owing partly, probably, to their chagrin at our previous measures, as above alluded to) they refused to allow: and in 1806, a shot was fired from an English vessel, for the purpose of bringing-to one of their ships, in order to search her, which unfortunately killed one of their seamen; and in the next year, 1807, the evil complained of by our government, still continuing to increase, and it having expressly come to the knowledge of the British admiral commanding on the American station, that several English sailors were on board the Chesapeake, he gave orders to Captain Humphreys, of the Leopard, to intercept the American frigate, and take the deserters out of her. Accordingly when the English captain met with her, he sent a boat on board, notifying to Commodore Barron, of the Chesapeake, his instructions, with which he refused to comply, when the Leopard fired several shots; these, however, availed not, and a broadside was next fired, when the Chesapeake returned an irregular fire; but on a second broadside from the Leopard, she struck her colours. Captain Humphreys now searched her, and found several deserters on board. This, as was to be expected, caused the American government to adopt measures decidedly hostile to this country; our ministers made every concession for this event; but other causes of a serious nature arose, and eventually a rupture between the two countries was produced.

On the 19th of November, Captain Mackenzie, of the armed brig, Anne, captured the Vansigo, a Spanish lugger privateer, pierced for fourteen guns. A few days after this, as the Anne was entering the Straits of Gibraltar, ten of the enemy's gun-boats were observed rowing towards them, and Captain Mackenzie, perceiving that it was impossible to get away from them, immediately made every preparation for receiving them; and as they did not all come up together, the English commander was enabled to cripple those which first came up, before they could be supported by the others. By ten o'clock the Anne was engaged with the whole of them, and by eleven two had struck their colours, and one was completely dismasted. It was however not deemed prudent to take possession of these, as he had already on board forty-two prisoners, and his own crew consisted but of thirty-nine men: Captain Mackenzie, therefore, having succeeded in disabling his opponents, resolved to take advantage of the circumstance, and get away: at a little after eleven he applied the sweeps, and got the vessel round; at the same time continuing his fire with such effect that the remaining boats made off.

The official report of the affair, by Captain Mackenzie, speaks of the conduct of the crew, in this unequal combat, in terms of the highest praise; and when the number of the crew of the Anne is considered, (only thirty-nine) we are satisfied our readers will not think it necessary for us to enter into a more minute detail of the affair.

The other action, and with which we conclude our report of 1807, was between the Windsor Castle packet, on her passage to Barbadoes and the Leeward Islands, and a French privateer. The privateer expecting no opposition from the packet, ran up alongside, and in a most imperious manner, commanded her to strike: this mandate, however, was not to be tamely complied with, and the privateer then attempted to board her, but was most gallantly repulsed with the loss of several men; the ships continued locked, and the action was carried on with great spirit, notwithstanding Captain Rogers, of the packet, was compelled to contend against the foe with only part of his crew, the rest being necessarily employed in taking care of the mails. Another attempt was made by the enemy to board, but at the instant a six-pounder carronade, loaded with double grape canister, and one hundred musket balls, was brought to bear upon him with most dreadful effect, killing and wounding a great number of his crew. Captain Rogers now resolved on boarding the privateer, and with only five men, succeeded in driving the enemy from his quarters, and shortly afterwards in taking possession of the vessel. The exertions of the captain of the packet were still, however, required; for the number of the crew of the enemy was still greater than that of the packet: they were therefore ordered from below separately, and as they came up placed in their own irons. The privateer was the Le Jeune Richard, carrying six six-pounders and one long eighteen-pounder, with a complement of ninety-two men, of whom twenty-one were found dead on the deck, and thirty-three were wounded. The loss of the packet was three killed, and ten wounded.

During this year Sir Home Popham was brought to a court-martial, for having, in 1806, proceeded from the Cape of Good Hope to Buenos Ayres, without instructions or orders which authorised such an undertaking. Our readers, however, will recollect that the expedition was successful, and that the subsequent loss of the colony must, in a great measure, be attributed to the ministry for their want of sufficient scrutiny into the character and ability of the officer whom they sent to command the undertaking; at least they must share, with the cowardly General Whitelock, the disgrace which that affair so deservedly brought upon him. Sir Home was no favorite with the administration. The evidence adduced on the trial was satisfactory as to the admiral's having exceeded his orders; for which, in consideration of many favourable circumstances, the court only adjudged him to be severely reprimanded.

1808. The speech, on the opening of parliament (January 31) commenced with a justification of the seizure of the Danish fleet, urging the treaty of Tilsit, by the articles of which a general continental alliance against the naval power and existence of Great Britain was about to be formed; it lamented, however, that the court of Denmark had been so irritated as to have commenced violent hostile measures against this country. It next adverted to, with regret, the influence of the French government on the continent, by which this country could only count one ally, the King of Sweden, who, his majesty had still the satisfaction to know, resisted all the offers and menaces of the French ruler. The differences existing between America and this country were the next topics, and on this subject his majesty observed, that notwithstanding the conciliatory and pacific disposition of this country, the United States seemed bent on hostile measures; his majesty, however, yet cherished a hope that these feelings would give way to friendship and moderation.

The retaliatory measures of this country against the decree of France, by which England was declared to be in a state of blockade was alluded to; and his majesty trusted that they were such, as would turn the distresses and evils which the enemy had intended for us upon himself; and he concluded his speech with an appeal to the parliament to face, unappalled, the conspiracy which had risen up against us, assuring them that, relying upon Almighty Providence, he had no fears, but that the struggle would terminate to the glory of Great Britain.

In both houses of parliament the debates on the address to his majesty were stormy and long. In both houses, however, it was carried. In the Lords, a protest against the seizure of the Danish fleet was entered, and signed by the Dukes of Clarence and Norfolk, Earls Moira, Lauderdale and Grey, and Lords Holland, Erskine, and Sidmouth.

The orders in council too, which had been thought necessary to issue as retaliating upon the measures of the French government, were likewise the subject of warm and animated discussion.

The opponents of the measures contended, that the injustice of the French ruler was no justification for our imitating his acts; that, on the contrary, we ought to resist such an enemy by calm and dignified courage, not by acts of outrage and violence: hitherto we had derived great advantage in our contest with him, from the purity of our views and the justice of our conduct; and this advantage ought not to be lost sight of. It was further urged, that the orders in council were not called for, even as measures of retaliation, since the French decree of November 1806, had not been acted upon so as to justifiy such proceedings.

On the other hand, those who advocated the measure, insisted that the orders in council were both just and politic; and that they could not consent that the country should perish, merely because the measures necessary to save it might affect the commerce of neutrals, which Bonaparte himself had been the first to violate; and that as the neutral powers had not compelled him to adhere to the law of nations, they were not justified in their complaints against Great Britain for not adhering to it.

The orders in council were, however, felt to press too heavily upon the mercantile interest of the country, and the minister was induced to introduce a system of licences granted to neutral ships, by which the former were rendered a mere dead letter; while this measure in some degree relieved our merchants and manufacturers, by procuring a vent for their goods, it still pressed heavy upon America, as she was as far as lay within our power, deprived of all intercourse with the continent, while we were carrying on a commercial intercourse with the enemy, and therefore the breach between the United States and Great Britain became considerably enlarged, and the differences more difficult to be adjusted.

The total amount of the navy of Great Britain on the 1st January, 1808, not including cutters and other small vessels, was one thousand one hundred ships of war: viz.

253	ships of the line
29	of from fifty to forty-four guns
261	frigates
299	sloops
258	armed brigs.

of this number, there were in commission, seven hundred and ninety-five.

We have not one naval exploit to record in detail this year. In December, the Danish islands in the West Indies, St. Thomas, St. John and their dependencies, and soon after Santa Cruz, were reduced, by Rear-admiral Sir Alexander Cochrane and General Bowyer, no resistance being offered.

Captain Manby of the navy, introduced his celebrated life preserver, which it was hoped would prove of admirable utility in saving the lives of shipwrecked mariners.

Before we close the year's report it is necessary we should say something of the affairs on the continent, as we shall hereafter find that they gave occasion for the display of much naval skill and valour.

Bonaparte at this period had nearly humbled the whole continent: Austria, Prussia and Russia were all subjugated. Spain had long been his tool; but he now aimed at the total destruction of the Bourbon dynasty; and at length on the 25th May, by stratagem and finesse, having succeeded in gaining over the council of Castile, he issued a proclamation to the Spaniards, in which he says, "Your princes have ceded to me their right to the crown of Spain: your nation is old: my mission is to restore its youth!" Bonaparte now placed his brother Joseph on the throne; but scarcely was he seated, before a most formidable insurrection broke out in all the provinces not immediately under the control of the French army; provincial juntas, and a supreme central junta, were established. They applied to England, notwithstanding the jealousy which existed between this country and Spain, for assistance, and, in such a cause, England was ever ready. When the insurrection first broke out a French fleet was lying in Cadiz. Admiral Collingwood, who commanded the English squadron off this port, offered his services for its reduction; the Spaniards, however, felt themselves competent to the task, and wished to have all the glory of the enterprize; they equipped gun-boats and bomb-vessels, and erected tremendous batteries on the Isle of Leon and near Fort Louis, and with these they succeeded in compelling the French admiral to surrender.

Bonaparte was unprepared for this general opposition to his power: his forces were scattered all over Spain, and could not for some time be collected to act against the patriots. The protection of the French fleet at Cadiz, was an object of the first importance, and orders were immediately sent to the troops in Portugal, to proceed forthwith to Cadiz. As soon as their advance was known, General Spencer, who had come from Gibraltar, with a considerable force to assist the Spaniards at the request of the governor of Cadiz, set sail for Guadiana, (by which river the French must have entered Spain,) and landed his troops at Agamonte; Admiral Purvis at the same time sending three ships to the mouth of the same river.

About this time the Portuguese too, animated by the example of the Spaniards, determined to shake off the yoke of Bonaparte. They despatched deputations from every part of the kingdom to Sir Charles Cotton, who commanded the English fleet on that station, to solicit his assistance; who immediately complied with their request, and sent them ships, arms, and ammunition.

When the deputies from Spain arrived in England, peace with that country was immediately proclaimed; all the Spanish prisoners were clothed, and sent home, and the British arsenals, fleets, and squadrons were declared to be at the service of Spain; and instructions to the like effect were sent to all the British naval commanders on the Spanish coasts.

The most considerable part of the Spanish army, under the Marquis Romana, the French ruler had, with great policy, drawn to the north of Germany, where they were kept in complete ignorance of what was going on in their own country: many stratagems had been resorted to, without effect, to give them this information: at length, a Scotch minister of the Gospel undertook, disguised as a travelling tradesman, to communicate the intelligence of the insurrection of his patriotic brethren, and of the plan for liberating his army: this he accomplished in the following manner: having reached the place where the troops lay, and made himself acquainted with the person of the marquis; he took the following method, to apprize him of his commission: Meeting him one day in the street, he, as if by accident, ran against him, and then, having first apologized, pretending ignorance of the marquis, offered to sell him some coffee, which he recommended as of very superior quality. The marquis treated his offer contemptuously, and intimated to him that he believed him to be a smuggler, when the clergyman told him that he was not what he supposed him, but a gentleman. Upon this the marquis asked him if he could speak Latin; the answer was in the affirmative, and a conversation then ensued, and the marquis was informed of all that had occurred in Spain, of the assistance of the British government, and of its readiness to adopt any measure which might be thought practicable for effecting the rescue of himself and troops. The execution of the plan for the liberation of the Spanish troops, was entrusted to Admiral Keats, who commanded in the Baltic, and was carried through with almost complete success. The marquis soon after arrived in London, where he was treated with the greatest respect by the whole nation: his troops, with the exception of three regiments, together with their stores, arms, and artillery, were conveyed by the British fleets, direct to Corunna. One Spanish regiment, nearly two thousand strong, was stationed in Jutland, and in such a situation that it was impracticable to effect its escape, even with the assistance of the British: there were two regiments too in the island of Zealand, which were alike unfortunate in not being able to join their patriotic brethren. The latter two regiments were commanded by the French General Frision, upon whom they rose; but the Danes being called, they were disarmed. During this insurrection the aid-de-camp, of the French general was killed by his side. General Frision now commenced an harangue, in which his main object was to induce the Spanish soldiers to take the oath of allegiance to King Joseph; but his eloquence was thrown away, for whilst in the very act of addressing them, one of the soldiers, roused by indignation, and regardless of the consequences, going close up to the general discharged a pistol at him, but without accomplishing the object of the enraged soldier, as the ball missed the general.

The British government continued to supply the Spaniards with every assistance, and also dispatched on the 12th of July, under Sir Arthur Wellesley, an army of ten thousand men to Corunna to their aid. This assistance, however, from some cause not explained, they declined, but the junta of Gallicia, recommended that the troops should go to Portugal, which was at that time occupied by a large French force under Junot; whither they proceeded,and defeated them first at Roleia, and afterwards at Vimeira. The convention of Cintra, (so much and so deservedly condemned as most disgraceful) instead of the destruction of the French army, was the result: by this convention, it was agreed that the English government should be at the expence of transporting the whole of the French army to any of the ports between Rochefort, and L'Orient. When the army arrived in France, it was to be at liberty to serve again immediately; all the property of the army, and of individuals in the army was to be held sacred.

A preliminary treaty had been entered into by Sir Arthur Wellesley with General Kellerman, immediately after the battle of Vimiera, which, excepting the 7th article, formed the basis of the convention; by the 7th article of the preliminary treaty, it had been agreed that the Prussian fleet, then lying in the Tagus, should be permitted either to remain in that river unmolested, or to return to Russia; but this the British admiral, Sir Charles Cotton, refused to ratify; and afterwards entered into a separate convention with the Russian admiral, which consisted of two articles only; the first of which was, that the Russian ships of war in the Tagus should be delivered up to the English admiral, with all their stores, and that they should be sent to his Britannic majesty, to be held as a deposit, to be returned to the Emperor of Russia within six months after the conclusion of a peace between that potentate and the King of England: by the other article, it was agreed that the officers and crew of the fleet should be conveyed to Russia, at the expence of the British government.

1809.—On the 13th of January the parliament met. The first topic of his majesty's speech, which was delivered by commission, was the offers of peace with this country made by Russia and France. These offers had been refused, they called upon this government to renounce their Spanish allies, and as his majesty continued to receive the strongest assurances from the Spanish nation, that they would persevere in the cause which they had undertaken, his majesty felt called upon to continue to them every support and assistance within his power. The success of the British arms in Portugal, was dwelt upon with satisfaction, while at the same time, the convention of Cintra was most grievously deplored. His majesty was warm in his praises of the Swedish monarch, whom he spoke of as the only one who had continued firm to the cause of the continent, and faithful to this country. The speech concluded with calling upon the parliament to consider of the most effectual and speedy means for the augmentation of the regular army, since by the campaign of Portugal, Great Britain had embarked in the continent war, on a much larger scale than heretofore.

The debates on the motion for the address to his majesty were protracted and animated in both houses, but it was carried without a division.

We feel ourselves particularly called upon to notice the conduct of the Earl of St. Vincent in the house of lords, on this occasion; indeed his observations on the convention of Cintra are so truly characteristic of the British sailor, that in this work, it would be unpardonable to pass them over in silence. After the address had been moved and seconded, the veteran admiral rose in his place, and in strong terms objected to it; he reprobated the convention of Cintra; and in alluding to the transports, which had cost the country such enormous sums, and for the procuring of which, ministers took to themselves so much credit, he says they "were at last employed to convey the rascally ruffians, whom Junot commanded, to that part of France which was nearest the boundaries of Spain, that they might, as speedily as possible, be again brought into action, with more effect, against our soldiers. So that the devils," continued the veteran, "are, at this moment, harassing the rear of our retreating army." The earl did not, however, move an amendment, but at the termination of his observations, having told their lordships that it was probably the last time he should trouble them, he wished them all a good night, and instantly walked out of the house.

Austria was this year engaged in a war with France, and the British ministry resolved on making a diversion in her favour: preparations for an expedition, upon a most extensive scale, were commenced as early as May, and by the end of July, there were collected in the Downs the most formidable armaments Britain had ever assembled: it consisted of thirty-nine sail of the line, thirty-six frigates, besides gun-boats, bombs, and other small crafts, and a body of men, amounting to little less than one hundred thousand, army and navy. The destination of this immense force was at last known to be Flushing, in order to destroy the French ships and arsenals there, and at the same time to make a diversion in favor of Austria. The enemy had learnt the object of this expedition, and took every measure of defence that they were able. At first, from the most formidable nature of the force collected, it was thought competent to effect whatever it might be destined to perform: but these hopes and expectations received a severe blow, when it was announced that the direction and command of this immense body of men (upwards of forty thousand soldiers) was to be given to the Earl of Chatham. Admiral Sir Richard Strachan had the command of the fleet.

This force sailed, in two divisions, on the 28th and 29th of July; and on the 1st of August Flushing was invested; on the 13th the batteries were completed, and the frigates and smaller vessels commenced the bombardment.

On this occasion that tremendous engine of destruction, called the Congreve rocket, was employed with most appalling effect. The *credit* of this invention is claimed by Sir William Congreve, a man of much ingenuity and perseverance; and as an effective war engine it most certainly entitles the inventor to a niche in the records of his country.

The want of energy and capacity on the part of the British commander, enabled the enemy with much policy to protract his defence of the place, till the 15th, when a suspension of hostilities was granted to General Thonnet, the commander of Flushing, and shortly after the town surrendered. Both in the planning and execution of the undertaking there was an evident paucity of skill and vigour on the part of the British; had it been otherwise the place must have surrendered much sooner: had the energy and foresight, which are the usual attendants on British undertakings, been shewn on this, on the first entrance of our navy into the Scheldt, the Island of Cadsand would have been reduced, and thus we should have at once cut off the only place from whence the garrison of Flushing could possibly derive reinforcements; this was not done, and the enemy passed over on the 4th, 5th, and 6th of August, three thousand men from that place to Flushing.

We have spoken of the protracted resistance of the enemy as a politic measure; this was soon visible, for although there were but few regular troops in the neighbourhood, yet a very large army was assembled in the vicinity of Antwerp; all the forts on the Scheldt were put in a strong condition of defence, and every preparation was made to prevent the further progress and success of the British arms, either by sea or land. They had also, in the probability of our getting as high up the Scheldt as Antwerp, and succeeding in getting possession of that city, taken the precaution to remove all the naval stores deposited there; indeed, on the part of the enemy, every movement was indicative of a spirit of activity, energy, and capacity, whilst the very opposites of these qualities were the characteristics of the directors of the British armament. The enemy took the earliest opportunity to apprise the English commander, the Earl of Chatham, of the preparations (most probably greatly exaggerated) which they had made to receive him, if he proceeded against Antwerp: these were of such a nature as to induce the British commander to abandon the design of pushing up the Scheldt for the reduction of the fleet, arsenal, and dock-yards of Antwerp.

On the 14th of September the greater part of the armament returned to England. The measures of the commander were still marked by something worse than folly,—by madness; for, at this season of the year, when it was known to almost every individual who had ever heard of the Island of Zealand, that the most violent destructive disorder always raged, it was resolved to leave part of the troops; and this too without any sufficient object: the result was, that in

September the disorder had made such tremendous ravages, that the number of deaths in our army at Walcheren may be averaged at between two and three hundred a week: yet such was the infatuation that attended this expedition, and the indecision respecting the retaining possession of this useless conquest, that at the time when the disorder was most fatal, a requisition was made for five hundred of the peasantry of the island to be employed in strengthening the ramparts of Flushing; and towards the close of October a hundred men arrived from England for the same purpose; but at the very time when transports were loading in the Thames with materials for repairing these fortifications, orders were sent from England for its evacuation, which took place on the 23d of December. This fatal expedition cost the nation nearly 20,000,000*l.* and nearly one half of the army was either lost or sick.

In April the direction of an attempt to destroy the French squadron, lying in Aix Roads, of nine ships of the line and some frigates, was committed to Lord Gambier; his lordship, however, employed Lord Cochrane on this enterprise; and a number of frigates, fire-ships, and other small vessels were appointed for that purpose. On the 10th of April the fire-ships joined the fleet, and the next night they were sent into Aix Roads; each having on board a lieutenant and five men; but as soon as they got within the roads, the French ships cut their cables, and run on shore in the Isle of Aix; when it was found necessary to resort to other measures for their destruction. Great skill and courage was necessary for the accomplishment of the undertaking: the place where the enemy's ships lay was very strong, and they appeared to be very secure: they were under the protection of two batteries, each of which had three tiers of twenty-nine guns each; the navigation was very intricate: in some places there were not more than four fathom water.

A little after two o'clock, Lord Cochrane advanced, in the Imperieux, to attempt the destruction of the enemy: he got near three sail of the line, when one of them immediately struck her colours, and before five o'clock the other two followed her example: these were the Calcutta, Aquilon, and Villa de Varsovie. By this time the British ships were only in five fathoms water: Admiral Gambier, however, thought the destruction of the remainder of the squadron was yet practicable, and, under this impression, dispatched some more fire-ships, and all the boats of the fleet with Congreve's rockets; but on the 13th, the Cæsar, and some other line of battle ships had taken the ground, when Admiral Gambier thought it prudent to abandon all further proceedings against the foe. All the enemy's vessels which had been driven on shore, were considerably damaged; several of them were totally destroyed.

In the Baltic we had this year a fleet under Admiral Sir James Saumarez, for the purpose of chastising Russia, and protecting our allies, the Swedes; as in this sea the Russians had a large flotilla employed, principally in protecting their coasts and in carrying troops against Swedish Finland, and in the month of July it took up a position under Percola Point. As soon as the British admiral arrived in the Gulph of Finland, he dispatched Captain Martin, with the Implacable, and Melpomene, to watch the movements of the Russians, and as soon as he discovered their situation, he resolved, to use his own language, "in order to impress these strangers with that respect and fear, which his majesty's other enemies are accustomed to shew to the British flag," to attempt something against them: accordingly the boats were manned, and the direction of the attack given to Lieutenant Hawkins. As soon as the enemy perceived the object of the British, they took a position between two rocks, from which they could, with most dreadful effect, fire upon the boats as they advanced. This, however, only served to call forth the energy of the lieutenant and his brave companions: they pushed on, and came close upon the enemy before they fired a shot; they then boarded the flotilla sword in hand, and carried all before them. Of eight gun-boats, each mounting thirty-two and twenty-four pounders, of a complement of forty-six men, six were brought away; and one was sunk; they captured also twelve vessels, laden with powder and provisions, which were under the protection of the gun-boats. In fact, the success of the enterprise was most complete. Captain Martin, in his report of this gallant affair, speaks of the heroic Lieutenant Hawkins, the noble director of the enterprise, who received his death-wound in its execution, and whilst animating his men to deeds of fame, his last words being, "Huzza! push on! England for ever!" in the following strain of eulogy:—"No praise from my pen can do adequate justice to this lamented young man: as an officer he was active, correct, and zealous, to the highest degree; the leader of every kind of enterprize; and, regardless of danger, he delighted in whatever could tend to promote the glory of his country."

Lord George Stewart, commanding the Amiable, whilst on a craize off the coast of Germany, near the mouth of the Elbe, frequently sent part of his men on shore to gain information respecting the force and movements of the enemy; and on the 26th of July, while a party was on shore for this purpose, they had nearly been captured by a detachment of the enemy from Hanover. The British commander now, therefore, resolved on intercepting this detachment, if possible; and for this he landed a body of seaman and marines. Having learnt that there were about two hundred and fifty of the enemy in a small town, two miles distant, he instantly resolved on attacking them. The men destined for this enterprise were formed into two divisions; the one to take a battery of four twelve-pounders, which commanded the Wesel in flank, while the other was to attack it in front. On the approach of the British, notwithstanding the advantages the enemy possessed in the village they occupied, they immediately evacuated it; and the sailors and marines proceeded against the battery, from which they expected a formidable resistance, and prepared for it accordingly, when the French, perceiving their impetuosity and determination, immediately abandoned this also; and it was taken possession of, the guns rendered useless, and the powder and six waggon loads of merchandise were brought off The distance from the village (out of which the French were driven to Cuxhaven, where the detachment from the ships landed) is twenty-eight miles: and in twenty-four hours from their departure, the whole had returned on board without the loss of a single man.

Our navy continued to give every assistance to the Spanish patriots, and to harass the operations of the enemy.

Marshal Ney, having been defeated by the Spaniards at the bridge of Payo, in the month of June, was compelled to relinquish Corunna and Ferrol: but as his army was still near these places, the inhabitants were afraid to open a communication with the British fleet off this part of Spain. Admiral Hotham, however, resolved to take advantage of the absence of the enemy to destroy the batteries and lines on the sea-side, which rendered it dangerous for our troops to approach the coast, while they were in possession of the enemy; and immediately dispatched a body of seamen and marines on the enterprise, who dismounted the cannons and mortars on the sea-lines at Corunna; at the same time they offered the patriots any service in their power. The castle of San Felipe, near Ferrol, still remained in possession of the enemy. The commander of this castle had given orders to fire on any English ships or boats that might attempt to pass it. The marines and sailors, notwithstanding this threat, were again landed, and preceded by a flag, bearing the inscription, "Ferdinand VII. and the Spanish patriots," took possession of the castle. The English were received with the loudest acclamations of joy wheresoever they went, and the gratitude of the Spaniards was without bounds.

On the 23rd of September an expedition sailed against the islands of Zanta, Cephalonia, &c. the naval part of which was entrusted by Lord Collingwood, who commanded the British fleet in the Mediterranean, to Captain Spranger, of the Warrior, whilst the troops, consisting of one thousand six hundred men, were under the command of Brigadier-general Oswald. On the 28th it arrived off Cephalonia, here it was joined by some reinforcements; and then proceeded to the Bay of Zanta, where it anchored without the reach of the nearest battery. On the following morning the batteries were silenced, and a division of the army landed, in the most perfect order, about three miles from the town: while the troops were advancing the gun-boats were employed in keeping the enemy in check *till the* remainder of the army was disembarked, when the whole body of the British invested the castle, into which all the troops of the enemy had retired. A proclamation was immediately put forth, stating the object of the British, and calling upon the inhabitants to assist in expelling the French: this was received with great exultation by the people, and the enemy aware that there was no hope of their being able to offer any effective resistance, or of their obtaining any relief, surrendered the castle.

Towards the close of the month of October, a French squadron, of three sail of the line, four frigates, and twenty large transports, sailed from Toulon, (taking advantage of the absence of Lord Collingwood, who was generally employed in blockading that port,) for the relief of Barcelona, which was at this time closely pressed by the Spanish army. Their route soon reached his lordship, however, and he immediately dispatched a division of his fleet after them; which succeeded in destroying the whole of them: the transports had run for shelter to the bay of Rosas, under the protection of some armed ships and gun-boats: but even here they were attacked and destroyed.

In the West Indies, Admiral Cochrane and Sir George Prevost, resolved to attack Martinique. On the 30th of January the armament destined for this service, entered the Bay of St. Lucia, in that island, and one division of the army was immediately landed, and the Fort of Cape Solomon taken possession of without opposition; Pigeon Island, however, determinately held out till the 4th of February, when it was compelled to surrender; their loss during the bombardment may be estimated at sixty men.

The other division of the army, under General Maitland, had on the 2nd of February a general action with the enemy near Souvrier, a height which afforded a commanding situation for attacking Fort Bourbon; and as this place was of the utmost importance, the enemy offered a most obstinate resistance; they were, however, finally driven from it, after making many desperate charges upon our troops, who received them with the point of the bayonet, and always repulsed them. Fort Bourbon held out for some days after this action; it was at length compelled to surrender, and with it the whole island fell into our possession. During this year, on this station, the Island of St. Domingo also fell into our power without the slightest resistance.

The British troops on the coast of Africa, had been considerably annoyed by the French privateers at Goree; so much so, that Major Maxwell, of the Royal African Corps, had determined on an expedition to this place, with the further object of reducing the French colony of Senegal; a British squadron was daily expected, and on the 24th of June arrived, under the command of Commodore Columbine, and the enterprise having been communicated to him by the major, it was immediately acceded to. The principal difficulty of the undertaking arose from the shallowness of the water at the mouth of the river; to remove this, however, some light vessels and boats were procured, and a detachment was embarked on board the Agincourt transport. On the 7th of July, the expedition anchored off the bar; and by the great exertions of the navy, the troops were got over it, but a schooner and sloop, loaded with ammunition and provision, were lost. The enemy had prepared for the attack: they had a formidable line, twelve miles up the river, having a battery, in front of which several vessels were moored, and a strong boom drawn across the river. The Solebay frigate and Derwent sloop of war, bombarded this fort with great effect; but it was resolved to carry the troops up the river, to assist in the reduction of it; and they had proceeded till nearly within a gun-shot of the enemy, and every preparation was made for the attack, of the successful issue of which every one entertained the most sanguine expectations,—when the French commandant offered to surrender, and on the following morning the garrison, consisting of four hundred men, regulars, militia, and volunteers, laid down their arms.

The only other enterprise which we have to record in our history of the year 1809, is the capture of a convoy, &c. by Captain Rogers of the Kent. Running along the coast from Genoa to Cape del Mille, Capt. Rogers discovered a convoy of ten sail of coasters, under protection of a gun-boat, at anchor close to the beach, abreast of the town of Noli; he resolved on attempting their capture, and that the enemy should not have time to collect his force to protect them, he immediately dispatched the boats, but when they came close upon the convoy, they found that they could not bring them out, as most of them were fastened to the shore by ropes from their keels and mast heads. Nothing was to be effected without landing the boats' crews; and this, notwithstanding the fire of the gun-boat and several other guns which were on shore, was no sooner found necessary than put into execution. As soon as the boats got into shallow water, the crews, seamen, and marines, with their accustomed intrepidity and boldness, jumped from them, and rushed upon the enemy, who had assembled a considerable force in an adjoining grove, together with two field-pieces; these the marines immediately attacked, drove off the enemy, took possession of them, and brought them off. The gun-boats, also, together with the convoy, were brought out, and the object of enterprise completely accomplished, with the loss only of one sailor killed, and one severely wounded.

1810.—Parliament assembled on the 23rd of January: his majesty's speech was read by commission; the topics upon which it touched were, the expedition to the Scheldt, of which it cautiously abstained from giving any decisive opinion; though, from the observation, that the destruction of Flushing and the occupation of Walcheren were, if not the only, the principal objects of the expedition, it was left to be inferred that it had been successful; the parliament, however, were promised that all the papers relative to the event should be laid before them.

The situation of Sweden; the expulsion of the French from Portugal; the determination of the Spanish government to assemble the Cortes, which it hoped would animate that country to still greater exertions, were the subjects that followed; and the speech concluded by adverting to the differences which still existed between this country and America.

After the motion for the address, in the Lords, had been seconded, Earl St. Vincent rose; He said, that, at the commencemen of the last session, when he bade their lordships farewell, he had thought that age and infirmity would have prevented his again appearing before them; but the calamitous events which had occurred since that period had induced him once more to address them. He then adverted to the battle of Talavera, which he said could not be considered a victory; adverted to several other topics not immediately connected with the address, and expressed in very strong terms his feelings and sentiments respecting the expedition to Walcheren; concluding his speech to the house in the following words:—"that it was high time that parliament should adopt strong measures, or else the voice of the country would resound like thunder in their ears."

Lord Grenville followed the veteran admiral, and proposed an amendment to the address, reprobating the expedition to Walcheren, and pledging the house to institute an enquiry. It was however negatived on a division, by a majority of 52.

Similar proceedings took place in the Commons, with a like result: the opposers of the amendment urging, that as the papers relative to the affairs had been promised by his majesty to be laid before them, it would be highly ridiculous to go into an enquiry before that was done.

On the 29th January Lord Cochrane, moved for the minutes of the court-martial which had been held upon Lord Gambier, in consequence of the charges which he had brought against him: these he called for on the plea that the verdict of acquittal had been given upon insufficient grounds; as Lord Gambier's defence was contradicted not only by his own official letters and his witnesses, but by itself. This was denied; and Lord Cochrane was charged with having formed his log-books in favour of the evidence which was adduced. Lord Cochrane in reply, urged that the charges now brought against him, ought to be an additional motive for the house to accede to his motion: if it was granted, he pledged himself to expose such a scene as should make his country tremble for its safety. On a division there appeared for the motion only 19, and

171 against it. A vote of thanks was then proposed to Lord Gambier, which was carried by a majority of 122.

The Walcheren expedition occupied the attention of the house for a long time, and was eventually disposed of much to the dissatisfaction of the country, who were loud in their execrations of the ministers who had planned and the general who had executed it.

The disputes with America had now proceeded so far that that country had passed the non-importation act.

The siege of Cadiz was still carried on by the French, but there was little apprehension of their success; as its defence, internally, by British, Portuguese and Spanish troops, and externally, by a considerable British naval force was very formidable. A serious loss was sustained by the allies, before this city, in March; in a violent tempest, four Spanish and one Portuguese ships of the line, one of one hundred and twenty guns, were driven on shore and lost. They were principally manned by Englishmen, and had it not been for the exertions of the French mariners, they must all have perished. During the same storm thirty merchantmen, richly laden, were driven on shore, and entirely lost. Satisfied with the measures which they had taken for the security of Cadiz, the British resolved, in conjunction with the Spaniards, to serve the cause of the patriots in another quarter; and accordingly an expedition was planned for the dislodging of a division of the French army posted at Moguer, on the river Huelva; the naval part of this expedition was entrusted to Captain Cockburn; and it completely and fully effected its object, in defeating and dislodging the enemy.

In the Mediterranean, Captain Blackwood, with a small squadron of three seventy-four gun ships, a frigate and corvette, discovered a French fleet of six sail of the line, (one a three decker) and four frigates; the British captain immediately formed his resolution; and seeing the frigate and corvette in danger of being cut off, he formed his ships into line of battle and bore down upon the enemy; and on coming up with the foremost ship of the enemy's fleet, he, with great boldness, poured a broadside into her; when the French, intimidated by the intrepidity of the manœuvre, declined all contest, and sheered off for Toulon.

In the same sea also, an expedition was sent against the island of St. Maure, the land forces under the command of general Oswald, the naval, consisting of the Magnificent, the Belle Poule, and Imogene, under the direction of Captain Eyre: of the first of these vessels, which completely succeeded, our loss in this affair was eleven killed and thirty-three wounded. The expedition reached the island of Maure on the evening of the 21st March; on their approach the enemy evacuated the town, and retired one thousand strong, into the fortress, and strong field-works adjoining it: the first redoubt was soon carried; the French retiring into their next entrenchments, where they seemed resolved to defend themselves. Against this place the ships were employed, and Captains Eyre and Stevens greatly distinguished themselves, in the attack; the entrenchment was carried; the enemy pursued at the point of the bayonet abandoned their camps, cannon, and a strong position which they might still have defended, and on the 16th April the fortress was surrendered.

In the West Indies the French were deprived of all their colonies except Gaudaloupe, and against this place an expedition, the troops under General Beckwith, and the naval part commanded by Admiral Sir Alexander Cochrane was sent, and on the 6th of February the whole island fell into the hands of the British.

In the East Indies, the Isles of Bourbon and France were surrendered to the British. Soon after the reduction of the latter, three frigates were dispatched on an expedition against Tamatava, on the coast of Madagascar, under the batteries of which the enemy's ships were frequently victualled and repaired. The object of the enterprise was fully accomplished; the batteries were destroyed, and some other small forts on the same coast were likewise taken and blown up.

While these operations were successfully carrying on against the French settlements, similar proceedings, with the like fortune, were adopted against the Dutch. A detachment of an European regiment, with artillery, together with three hundred seamen from British ships of war, attacked their settlement of Ambana, which on the 17th of February they took possession of. The activity of the seamen in the further operations in this quarter of the world, was most signally successful. On the 8th August a mere handful of them belonging to the Caroline frigate, headed by their Captain, (Cole) landed on Banda, a Dutch spice island, which was eventually unconditionally surrendered to them. Probably the capture of this place by so few men must in some measure be attributed to an accident which befel the enemy; the priming of the guns on fort Belgia, near to which the scaling ladders of the besiegers were placed, had become damp, owing to the heavy rains which had fallen, and would not take fire, and the garrison, in dismay at the event, instantly fled leaving their commander and ten men killed. There was found in the island, after its surrender, spices to the amount of 400, 000*l.*

We regret to have to close our account of the successful and glorious achievements in this quarter, with a most serious disaster: An enemy's squadron consisting of two frigates, a corvette, and an armed Indiaman, were discovered, lying at anchor in the harbour Sud-Est, in the Isle of France, when his majesty's ships, Mermaid Serius, Magicienne and the Iphigenia, resolved to attack them, but on proceeding to the attempt the three former ran aground, and it was found impossible notwithstanding the utmost exertions of the crews to get them off: two days were laboriously, yet unsuccessfully, spent in the hope of saving the ships, and at last, the Serius and Magicienne were burnt by their crews. The situation of the other, the Mermaid, was most particularly unfortunate, the whole fire of the enemy's ships was turned upon her; but such was the bravery of her commander, Captain Willoughby, that not till every officer and man on board was either killed or wounded, would he permit her to be surrendered.

Early in May, Captain Brenton, in the Spartan frigate, was cruising off Naples, when a French squadron came out of the bay for the purpose of attacking him; and advanced with great confidence against him. The Spartan was within sight of Naples, and the operations and issue of the contest could be seen by the inhabitants: and the issue was such as must have most forcibly impressed them not only with respect and admiration of the bravery and skill of British sailors, but with dread and fear of their prowess, when they witnessed a single British frigate not only victoriously beat off the whole squadron, consisting of a French frigate of forty-two guns, and three hundred and fifty men, a corvette of twenty-eight guns and two hundred and sixty men; a brig of eight guns and ninety-eight men; a cutter of ten guns, and eighty men, and eight gun boats, each carrying a twenty-four pounder and ten men, but capturing one of them, (the brig) and compelling the others to take shelter, much crippled, under the protection of the batteries. The force against which the gallant Captain Brenton thus so successfully contended, was ninety-eight guns, and one thousand one hundred and eighty men. The British loss in this glorious affair was the heroic captain and twenty-two men wounded and ten killed.

On the 26th August, Captain Maxwell of the Alceste, attacked and silenced several batteries in the bay of Adge, and on the coast of

France, destroyed and captured a number of vessels with their valuable cargoes which were lying under them.

On the same coast, a French convoy was discovered by the Success and Espoir, lying in a bay apparently out of the reach of danger; but Captain Ayscough of the Success, however, determined to make an attempt either to capture or destroy them; and accordingly the boats of the ships were manned for the enterprise: and such was the eagerness of the crews, that owing to their imperfect knowledge of the coast, three of the boats struck, and they lost two men by the accident; the remainder rushed from the boats, officers and men, and swam to the beach with their cutlasses in their mouths; the other boats had to contend too with an unsuspected difficulty; the enemy had secreted themselves behind some rocks, and were not perceived to be so close at hand until they opened a heavy fire upon the boats from two long-six pounders and four wall-pieces; this roused the heroism of the seamen, and leaping from their boats they rushed upon the enemy with such determined impetuosity that they deserted their guns, and flew to the houses, from the windows of which, they now assailed the British with a heavy fire of musketry; they were however soon dislodged, when they fled to the adjacent mountains. The guns were then spiked, the carriages destroyed, and two vessels set on fire, and having accomplished, this the British returned to their boats, succeeded in launching those which had been swamped, and returned on board.

We must mention two other events before we conclude our history of the naval transactions of 1810; the first is an account of a most brutal outrage, committed by some Malays, and of the just, but terrible revenge taken by the British commander, Captain Harrison of the Sir Francis Drake frigate, who, towards the end of December, cruising off the coast of Java, where he had captured a Dutch corvette, came in sight of eight Malay prames; to whom he sent a small party, to enquire whether they were armed; and to let them know that if that was the case, it was his orders from the English government to take or destroy them. The Malays made no objection to the visit, on the contrary they engaged four of the English sailors who had gone on board one of the prames, to go down into the cabin with them, and on their compliance, they immediately killed them, and cut them in pieces, and hung up the bleeding remains among their cordage. Under the strong emotions which so horrid and treacherous a murder had excited in the breast of Capain' Harrison, he immediately wore the frigate near the shore, and poured his fire in the pirates, till not a vestige of them was to be seen; and the whole of their crews, four hundred in number, were either killed or drowned.

The other is the court-martial which took place in February this year, upon Captain Lake, for an act of wanton tyranny, for which he was sentenced to be dismissed his majesty's service. We shall not enter into a report of the proceedings of the court, but briefly state the particulars of the case. In the year 1807, (November) a seaman of the name of Jeffrey, belonging to the Recruit, commanded by the Hon. Captain Lake, had stolen a bottle with some rum in it from the gunner's cabin, and had also, when sent on shore broached a cask of spruce beer which had been brewed for the ship's company; added to these offences he was characterised as a *skulker*; (we are anxious to state the case fairly); and for these offences Captain Lake, most inhumanly resolved to put him on shore. Shortly after, while the Recruit was cruising off the Isle of Sombreis, he put in force his resolve; calling for the master, he asked him what island it was, and whether there were not some thieves on board: the reply was, "Yes, two." The captain then called for Jeffrey, and declaring he would not keep such a man on board, immediately gave directions to Lieutenant Mold to land Jeffrey, and return to the vessel. When the affair came to the knowledge of the admiral of the fleet under whom Captain Lake acted, he severely reprimanded him, and ordered him to send and take the man off the island; but when some of the officers landed for that purpose he was not to be found. For this Captain Lake was brought to trial and as we have before stated dismissed his majesty s service.

The public conversation was entirely engrossed by the fate of Jeffrey and the inhumanity of Captain Lake.

On the 25th of October, however, all doubt was removed by the arrival of Jeffrey in London, from America, when he received a free discharge from the service from the Lords of the Admiralty; and from the friends of Captain Lake several presents, as a compensation for the sufferings which he had endured.

The following is the account which he gave, and of the hardships which he had undergone:—

His first suffering was from thirst, and this he attempted to allay by drinking large quantities of salt-water, which greatly increased it; fortunately on the third day some rain fell, and the cavities of rocks which were now filled, were the deposits from which he had been supplied during his stay on the island, this he was under the necessity of sucking out with a quill. There were great numbers of birds of the gull kind, rather larger than a goose, on the island, but he could not catch any of them; and he only found one egg, and this was in such a putrid state that he could not eat it: the only sustenance that he had was the bark of a tree which he found on the shore. Five ships passed the island whilst he was on it, but they were too far off for him to be able to make them hear him; and the vessel by which he was at last taken up, had hove to merely from motives of curiosity: and but that the captain wished to examine the birds which were flying about in great numbers, would most probably have passed on, as the others had done.

We have hitherto proceeded to detail the events of each year, commencing with a brief review of the proceedings of the parliament; but since the decisive and glorious victory of Trafalgar, which must be considered as not only definitively settling the British claim to the dominion of the seas, but as having so completely crushed the naval force of our enemies, as to have compelled even the ambitious Bonaparte to the acknowledgment, and that to the deputies from the Ionian Isles, when he said, "I will never abandon the islands which the *superiority of the enemy by sea* has placed in their power;" and with this declaration of our most potent and gigantic enemy, we feel that it is no longer necessary for us to continue our previous plan; indeed it would but be needlessly swelling the work; we shall therefore now content ourselves by giving the principal naval occurrences, and thus bring our labours to a close.

On the coasts of France this year, 1811, the achievements of the nave were numerous and brilliant; the first which we shall give must have furnished the French emperor with another mortifying and decisive proof of the superiority which he so candidly allowed to the British navy; the more particularly as he was an eye-witness to the eminent display of those glorious characteristics of the English tars —intrepidity and bravery:—On the 20th of September, Captain Cartaret, of the Naiad frigate, cruizing off Boulogne, observed a great bustle, and found it originated in Bonaparte's being expected on board the French flotilla, which were moored along-shore under the batteries. About noon the emperor, accompanied by his officers, proceeded along the line to the centre ship, when the Imperial Standard was hoisted at the main; on his departure from this ship it was lowered, and the admiral's flag substituted; he then visited the others, and remained in his boat during the remainder of the evening. Captain Cartaret now expected, to use his own language, that "since it was so much within the well-known custom of that personage to adopt measures that confer supposed *eclat* on his presence, something would be attempted;" and it was so: for, by the emperor's orders, seven prames, each having twelve twenty-four-pounders and one hundred and twenty men, commanded by Admiral Baste, stood out to attack the English frigate, which gallantly awaited the enemy with springs on her cables. The prames came up within gun-shot; fired a broadside, tacked, and continually repeated this for about three quarters of an hour, when ten brigs and a sloop joined the ships in cannonading the Naiad, which was kept up for more than two hours without intermission, and was "returned," again to adopt the language of Captain Cartaret, "I humbly hope, with sufficient effect by this ship." During the whole of the affair of the 20th not a British subject was hurt, and the damage done to the frigate was too trifling for notice. On the 21st, having during the night been joined by his majesty's brigs, Redpole, *Rinaldo*, and Castilian, with the Viper cutter, perceiving that the enemy intended to renew the attack, the object of Captain Cartaret was to draw the enemy gradually from the shore, which he effected by lying-to on the larboard tack; when the English squadron bore up with great rapidity, not noticing the fire of the enemy till within pistol-shot, when "the firing on both sides of his majesty's cruizers threw the enemy into inextricable confusion." Captain Cartaret's principal object of attack was the French admiral's prame: in this, however, he was disappointed, the enemy having pushed with great celerity for the batteries; he however succeeded in separating a prame which was "handsomely advancing to succour his chief;" she was ran on board, and notwithstanding she made a brave resistance, compelled to surrender. The rest were completely defeated; but their proximity to the batteries prevented the capture or destruction of any more of them. The British loss in the affair was three killed, and sixteen wounded.

Captain Bourchier, of the Hawke sloop, when cruizing off the coast of Normandy, discovered a convoy of French vessels, and notwithstanding they were under the protection of three armed brigs and two luggers, determined on attempting their capture or destruction. After a severe and obstinate engagement, fifteen sail of the convoy, two of the brigs, and the two luggers were driven on shore, several of the others had surrendered, when, unfortunately, the Hawke took the ground, and they were thus enabled to effect their escape. With great exertions the Hawke was got off, and Captain Bourchier, anxious to complete his enterprise, gave orders for the boats to be manned, and sent them to destroy or bring off the vessels which had run ashore, and notwithstanding a heavy fire of musketry from the beach, they succeeded in bringing off a brig and three large transports; the others were so completely broken up, that they could be of no further service.

Another enterprise on this coast deserves particular notice, inasmuch as it exhibits the unbounded resources of the British sailor:—The Diana, Captain Ferris, and the Semiramis, Captain Richardson, cruizing off the mouth of the Garonne, discovered four vessels, under the protection of four armed brigs on the inside of the shoals, at the mouth of the river; when Captain Ferris immediately gave orders for disguising the English frigates, and this was so effectually done, that pilots were sent out to conduct them over the shoals, they having no doubt but that they were French ships. On the 24th of August, by the assistance of the French pilots, they came to anchor between the Corduan light-house and Ryan; they were, however, still four miles from the convoy, and it was therefore necessary that the boats should be employed, if any thing was to be effected, and they were accordingly dispatched, and succeeded in capturing and bringing them out. In the meantime, Captain Ferris, the Diana, being still disguised, attacked two brigs, which were stationed for the protection of the river, and succeeded in capturing the one which lay nearest the mouth; she proved to be the English gun-brig, Teazer, mounting twelve eighteen-pounder carronades, and two long eighteen-pounders, with eighty-five men.

Previous to this enterprise, however, the captain who commanded one of the brigs, came on board of the Diana, and supposing that she meant to proceed further up the river, offered his services to conduct her, nor was he undeceived till he was ascending the quarter-deck. In the meanwhile Captain Richardson had drove on shore and burnt, even under the enemy's batteries, Le Pleuvier, of 16 guns, and 136 men. After this most spirited and successful enterprise, the British frigates, with their prizes, left the Garonne without interruption.

Captain Hoste, commanding a small squadron, (the Amphion, Active, Cerberus, and Volage,) while lying-to off the Isle of Lissa, discovered a French squadron, of five frigates, and six smaller armed vessels, bearing down to attack him in two divisions; when he immediately formed his ships into close line. The action commenced by an attempt on the part of the French commodore, M. Dubordieu, to break the English line; he next endeavoured to get round the van-ship of Captain Hoste's squadron, and thus place her between two fires; he was however foiled in both attempts; his reception being such as to have rendered his own vessel so completely unmanageable, that she ran on shore on the rocks of the island. The remainder of the enemy's fleet continued the action with great spirit for some time; when two of them struck, and the others attempted to escape by flight; but the British squadron, although it had suffered considerably during the action, pursued them, and getting up with the sternmost, she surrendered; the other two crowding still more sail, escaped for the port of Lessina, while the convoy dispersed in different directions. In this gallant affair our loss was fifty killed and one hundred and fifty wounded. The French commodore's ship (of forty-four guns) was burnt, the commodore himself was killed in the action; the Crona, of forty-four guns, and the Bellona, of thirty-two, were taken; the other, which we have stated struck her colours, afterwards effected her escape.

In April, Captain Barrie, of the Pomona frigate, in company with the Unite frigate, and the Scout sloop, stood into the Bay of Sagone, in Corsica, with an intention of attacking a tower and battery which protected the bay, and under which some of the enemy's vessels were lying; perceiving, however, that the French were prepared for this, the British captain caused his ships to be towed into the bay, and attacked the vessels lying there, and after a tremendous cannonade, which continued without interruption for near an hour and a half, two of the largest were set on fire, and the flames communicating to a third, they all blew up, and the explosion effected the wishes of the assailants—the destruction of the tower and battery.

On the coast of Calabria, Captain Clifford, of the Cephalus, compelled a convoy of twenty-two sail, to take shelter in Porto del Infreschi; and then communicated the circumstance to Captain Napier, of the Thames, by whom he was joined: the two commanders now resolved on attacking them, and on the evening of the 21st of July, they arrived off the port, and immediately entering it, came to anchor; they soon silenced a line of gun-boats, which were moored across the mouth of the bay, for the protection of the merchant-ships; they then landed a body of marines, which, notwithstanding the musketeers, stationed on the adjacent hills, kept up an incessant and heavy fire, succeeded in taking possession of a tower and eighty men, who formed its garrison; meanwhile the boats of the frigates captured the whole of the convoy, and in two hours, the ships, with their prizes, were under weigh. In this gallant enterprise not a single British subject was lost, and but five wounded.

In October, Captain Duncan, of the Imperieuse frigate, having learnt that three of the enemy's gun-boats were lying under the walls of a strong fort, near Positano, in the Gulf of Salerno, he determined on attacking them; and succeeded in driving the enemy from their boats, when they took shelter in a fort: one of the gun-boats was sunk, and Captain Duncan then endeavoured to dislodge the enemy from the forts; this, however, he was not enabled to effect by the fire of the frigates; he therefore landed a party of marines, who forced their way into the battery, (though it was defended by treble their number,) and put the enemy to flight; they then threw the guns into the sea, destroyed the magazines, and the remaining gun-boats were brought off.

Captain Gordon, in the Active, succeeded in capturing and destroying a large convoy of the enemy's in the month of July, which had taken shelter above the island on which the town of Ragosnoza stands; this he effected without the loss of a single life, and only four men were wounded. The convoy were in a creek in the main land, the entrance to which was very narrow, and protected by three gun-boats. The boats of the active were therefore manned for the enterprise, under the command of Lieutenant Henderson, who on his approach perceiving that the creek was commanded by a hill, determined on taking possession of this, and accordingly landed the marines, directing the boats to push for the gun-boats the moment he should make a signal from the hill. This manœuvre succeeded most effectively; the whole convoy were seized; eighteen of the gun-boats were brought away, and the remainder (ten,) were burnt.

The breach between this country and America was this year considerably encreased by an affair which occurred on the 16th of May, near Cape Henry, between the American frigate, the President, of forty-four guns, and the Little Belt sloop. The occurrence is differently stated by both parties; taking the statement of Commodore Rogers, of the President, for our guide, we agree perfectly with one of the most talented and respectable publications of the time (the Examiner) in pronouncing this American commodore "a great coxcomb;" and therefore take our report from the more manly dispatch of Captain Bingham, of the Little Belt, carrying only eighteen guns, who says,—"At eleven A. M. on the 16th May, he saw a strange sail, and immediately gave chace; at about one o'clock he discovered her to be a man of war, and soon found that she was bearing down upon him, when he made the private signal, which was not answered; at half-after six, finding she gained so much upon us, that it was not possible to elude her during the night, being within gun-shot, and clearly discovering the stars in her broad pendant, and feeling satisfied that she was an American frigate, he deemed it prudent to bring-to, and hoist the colours, that no mistake might arise; for fear of a surprise, however, every precaution was taken by the gallant Captain Bingham: the guns were double shotted, and every preparation for battle was made. By the manner of steering down, it was evidently the wish of the American captain to lay his ship in a position for raking the English sloop, but this was frustrated. About eight o'clock, Captain Bingham hailed her, asking what ship she was; this question was repeated by the American; the English captain again put his question, and his words were again repeated, and a broadside fired, which Captain Bingham immediately returned, and the action became general, and continued for near three quarters of an hour, when the American frigate ceased firing. She appeared to be on fire about the main hatchway. The commodore now hailed the sloop, asking what ship, and was answered; he then asked, had she struck? and was answered in the negative, and was questioned by the sloop, as to the ship: the answer was, the United States frigate. No more guns were fired, but the frigate stood away, without any explanation. About eight o'clock on the following morning, he again hailed, and sent a boat on board with a message from Commodore Rogers, lamenting the occurrence, and to say that had he known the very inferior force of the British sloop he should not have fired. Captain Bingham then enquired his motive for firing at all—he was answered, the sloop fired first; this was positively denied, and we shall use the language of Captain Bingham, with which every unprejudiced mind must be satisfied, to shew that this was a mere pretext,—

"Nor is it probable a sloop of war within pistol-shot of a large forty-gun frigate, should commence hostilities. He now offered me every assistance I stood in need of, and submitted to me that I had better put into the ports of the United States, which I immediately declined." Captain B. further states his conviction that had the commodore met with a frigate he would have brought her to action, and in this opinion he is confirmed from the circumstance that "their guns were loaded not only with round and grape-shot, but with every scrap of iron that could possibly be collected." The loss of the British sloop was, we lament to say, in killed and wounded, thirty-two men.

Great and calamitous were the difficulties and sufferings of the navy during this year, from the fury of the elements: of the crews of the Defiance and St. George, which were stranded on the Western coast of North Jutland, nearly fourteen hundred souls perished. In the German ocean, the Hero, a seventy-four gun ship was lost, and all her crew perished. In Ballymastaker Bay, on the west side of the harbour of Rathmelton, the Soldanha, Captain Pakenham, one of the finest frigates in the British service, was wrecked, and all on board, nearly three hundred souls, perished. To these details of horror we must add two others, which in their effects are most heart-rending. The first is the running down of the transport brig, John and Jane, William Wishart, commander, by the Franchise, Captain Allen, by which two hundred and twenty-three persons were drowned. We cannot refrain from giving this account in the language of one of the survivors. "I was in bed, when, about three o'clock, I was alarmed by the firing of a gun, which from the report it made I knew must be very near us; I ran on deck nearly naked, and found our vessel standing on the larboard tack, part of the crew aloft reefing the sails, the wind blowing a violent gale; and convinced from seeing the Franchise running down upon us very fast, that we were in imminent danger, I hastened down to alarm my brother officers, all of whom were in bed. I returned upon deck immediately after the Franchise had struck our vessel, nearly a-midship, almost dividing her. The attempt to describe the scene that now presented itself, or the horror of our situation at this awful moment, would be in vain. The melancholy pleasure of recording the heroic constancy and resolution of my companions alone is in my power. Each officer appeared perfectly calm, and resigned to a death then appearing inevitable to all. After shaking hands, and mutually promising, if surviving, to acquaint their respective relations with the fate of their friends, they recommended themselves to God, and each prepared to meet his destiny. A moment after a second stroke from the Franchise, separated the transport, and with the greatest difficulty, after succeeding in fastening a rope round me, I was dragged on board the frigate, where I immediately fainted, and never after saw the wreck. The remaining officers and men (twenty-two of the latter only excepted) found a watery grave. *Before* I close this melancholy narrative I must do justice to the uncommon devotion of Mrs. Donovan, wife of J. Donavan: she had got on deck with her child in her arms, and seeing the impossibility of being saved, insisted upon her husband, who had declared he would stay by her, to leave her and take care of himself." He then gratefully alludes to the conduct of the crew of the Franchise, and of their exertions to save the crew of the brig, which he describes as being far above any praise of his.

On the 19th of October, in a violent hurricane, the Adamant, Captain Hedley, upset, and remained for twenty minutes with her masts in the water; at last she righted in part; the lee-edge rising above the water, while the larboard gun-wale was quite under. In this state, the sea made clean passage, not only over her, but through the cabin and down the hatchways, and washed all the provisions out. The crew, consisting of thirteen men and boys, had fastened themselves to different parts of the ship, and had nothing to subsist on but a little raw beef, two ounces of which were allowed to each person per day, and a little rum. As the water casks were all stove in, they were under the necessity of drinking their own urine. On the twenty-third, four of the crew had perished, and were thrown into the sea; the next day the ship drifted in sight of Sable Island, and soon after struck on the outer bar, where she lost her rudder, but did not go to pieces. In this situation she continued two days, during which four more of the crew perished. In this island there were only eight people, and they, as soon as they perceived the situation of the ship, did every thing in their power to assist her; and when they succeeded in getting the survivors on shore they used every exertion to restore them; most prudently only giving them milk at first; in about a week they succeeded in restoring them to strength, but it was nearly seven months before they had an opportunity of leaving the island.

We cannot refrain from giving the following account of the truly

British conduct of a boy of about thirteen years of age: such instances should ever find a place in our country's annals, they are great excitements to emulation, and serve as stimulants even to heroism:—

The Fame, a merchant vessel, belonging to Carron, in the Firth of Forth, was captured off Shields, on the 25th of October, by a French privateer; all her crew were taken out except an old man and a boy, and six Frenchmen were put on board, with instructions to carry her into a French port. On the day after her capture, a violent gale arose, which drove her out of her course to the northward, and soon after shifted with undiminished violence to the north-east. She became now almost unmanageable, and drove into the Firth of Forth. Neither the Frenchmen nor the old man knew the navigation of the Forth, and indeed scarcely knew where they were; the boy too, as the compass was rendered useless for want of candles, would not have ascertained the situation of the ship, but that fortunately he observed a light on the small island of Inch Keith; he now knew that she was in the Forth, and he was permitted to take the command and direction of her; when he steered directly up the Forth, and as he passed the Rebecca, which was anchored at St. Margaret's Hope, he hailed her, and demanded assistance as he had six French prisoners on board. This at first was not attended to, as they supposed the boy was merely joking, but on his repeating the demand a boat was sent off, and the moment it reached the Fame, the boy seized the Frenchmen's pistols, which he claimed as his right by conquest, and would not give them up. The Frenchmen acknowledged the boy was an excellent steersman, and that he alone had saved their lives as well as preserved the vessel and cargo.

About the end of March 1812, while cruizing off Dieppe, Captain Harvey, of the Rosario, observed an enemy's flotilla of 12 brigs and a lugger, standing in shore, when he immediately endeavoured to cut some of them off, but the commodore and the rest bore up to their assistance, and he felt himself unequal to the whole of them; he therefore stood off to a brig, which was in the offing; joined by this brig, the Griffon, Captain Trollope, an attack was made on the flotilla, which as soon as it found itself harassed by the two British ships, endeavoured to gain Dieppe under a press of sail; but the British ships, having got to the windward ran in the midst of the flotilla, drove two on board each other, attacked and drove another on shore, and thus successfully proceeded till only two were left to windward. To one of these the Rosario ran up, laid her on board, and captured her; to the other Captain Trollope gave chase, and ran her a-ground, under a heavy fire from the shore, near St. Aubin; where he descried some vessels of the enemy at anchor close in shore, and against these he immediately proceeded, and with great bravery and skill laid one of them on board, cut her cables, and stood out under the fire of the batteries, and the other brigs. The British loss in this intrepid enterprise was only five men wounded.

A gallant action took place in May, off the coast of France. Captain Hotham, in the Northumberland, discovering two French frigates and a brig, steering under a press of sail for Port L'Orient, immediately attempted to cut them off; after much skilful manœuvring he succeeded in getting near them, just as they were about to enter the harbour; and when at the distance of about two cables length, he opened his fire, which was returned not only by the ships, but also by three batteries, which for nearly half-an-hour was most destructive to the sails and rigging of the Northumberland: Captain Hotham now endeavoured to prevent the enemy from passing on the outside of a dry rock, and thus force them to pass between his ship and it; this however they were afraid to do, and in their attempt to escape on the inside of the rocks, they all grounded. The British ship was at anchor in six fathoms and a half water, with her broadside on the enemy at point blank range; they had all fallen on their broadsides, and the main-mast of one of the frigates, and the brig were gone. In this situation the Northumberland, for more than an hour, kept up a constant fire upon them, when they were all completely shattered, and one of them in flames, and about eight o'clock in the evening blew up with a tremendous explosion; at ten the other frigate was discovered to be on fire; and the brig was in such a state as to be unfit for service even if she could be got off, which appeared impracticable, Captain Hotham weighed anchor, and got to sea. The enemy's frigates were each of forty-four guns, and the brig of eighteen. The loss of the English was five killed and twenty-eight wounded.

In July this year a considerable check was given to the Danish gun-boats, which since the rupture had so greatly annoyed our trade, and were protected from the chastisement of our ships of war, by the creeks which line the coast of Norway, into which they flew for refuge on their approach. Captain Stewart, in the Dictator, with the brigs Podargus, Calypso, and Flamer, having observed some Danish gun-boats among the rocks near the shore, determined on endeavouring either their capture or destruction: the principal difficulty that presented itself to the attainment of his object was to get to them; and in the attempt the Podargus grounded; and the Flamer was sent to her assistance: the Dictator and Calypso, with great difficulty got near to the enemy: the bow of the Dictator was run upon the land, with her broadside towards them. Besides the gun-boats, a frigate and some other vessels, all lying close together, were now discovered. The action commenced, and in half an hour the frigate was literally battered to atoms, the smaller vessels struck, and most of the gun-boats were either beaten or sunk. Captain Stewart was now endeavouring to get to sea with his prizes, when another division of the enemy's gun-boats, attacked him in such a situation that he could not fire upon them with any effect; he therefore reluctantly abandoned his prizes, and turned his attention to his own ships, which he succeeded in getting out. From the Danish official account of this affair, we find that that their loss was upwards of three hundred killed and wounded; whilst that of the British in this intrepid and gallant enterprise was nine killed, and thirty-nine wounded.

About the middle of June (1812) the differences which so long interrupted the wished-for harmony between this country and the United States, broke out into open rupture, and a declaration of war against Great Britain, was issued by the president of that great republic; and we are sorry to have to record that in the two first naval actions between the hostile powers, our enemy was triumphant: little glory, however, belongs to the Americans in either case, as will be seen by the detail which follows; while the gallantry of the English in contending against such an overwhelming force, is a theme for universal eulogy: the probable effects upon the confidence which the uniform invincibility of our navy has created in the minds of our sailors, it is that we are sorry for; that confidence once shaken, we lose our chief hold on the dominion of the seas; inasmuch as that confidence creates the invincibility of the British sailor; and it is this, that, to use the language of that most excellent publication, the Examiner, upon another occasion, "acting upon the conscious *feelings* of our enemies for a series of years, has hitherto helped to win our battles for us before they were begun." We are therefore constrained to regret that the admiralty, knowing the superior force of the American frigates should have neglected to have equipped ships of a sufficient force to cope with them.

The first action took place on the 20th of August, between the which graced our naval annals. Captain Broke was wounded. This indeed was not extraordinary, but the place on which he received his wounds inspired an interest that would be deeply felt, he was wounded on the deck of the enemy's ship. The Chesapeake had made every possible preparation for the engagement; she came out of harbour in full sale. No other ship was in sight. The contest was to be singly and fairly decided; if a contest could be called fair, where the superiority in numbers, in weight of metal, in dimensions, were all on one side. The Chesapeake's company consisted of 440 picked men, she was larger than the Shannon by 150 tons, she had on board 48 guns. The Shannon was manned with 130 hands less than the Chesapeake, and from her class, being a thirty-eight gun frigate, she probably had, although he could not speak with absolute certainty, 44, or 46 guns. Not a shot was fired until they were nearly side by side. The firing was great and rapid. The exchange of broadsides was uninterrupted. But nothing could resist the tremendous attack made by the Shannon. The firing was marked with precision, energy, and a spirit so unabated as to triumph over all difficulties. The enemies main-chain, were locked in the fore chains of the Shannon. The order for boarding was given by Captain B. Not an instant was lost in carrying the order into execution. The boarders rushed at one and at the same moment from every deck, from every part of the Shannon into the enemy's ship. The Chesapeake was carried, and was in our possession in the course of three minutes. The top men of the Shannon attacked the top-men of the Chesapeake, and stormed the main-top. He was warranted in saying that the victory was accomplished in less than fifteen minutes, of which only three minutes were occupied in boarding; when 310 British seamen had to contend with 440 of the enemy. Captain Broke was cut down by a sabre blow on the fore-castle of the Chesapeake During the tremendous firing that was kept up, and the boarding, not a rope of consequence, not a netting was hurt, and after the victory the two ships sailed away, to use the expression of Captain Broke as if they had merely been firing a friendly salute." Mr. Croker somewhat triumphantly concluded, by asking, " What now would the hon. gentlemen say ? would they still persist in maintaining that the captures made by the Americans had been caused by the decayed and disheartened state of our seamen, and not by the enemy's superiority in numbers and weight of metal."

On the 24th December, 1814, a treaty of peace between this country and America was entered into, and signed at Ghent, by the respective plenipotentiaries.

We now proceed to the expedition against the Algerines, whose annoyance of the British commerce as well as almost the whole world's, had become a most serious grievance. The squadron sailed under the command of Lord Exmouth, and passed Portland on the evening of the 25th July, 1816. It consisted of five sail of the line, eight heavy frigates and sloops, and four bombs; which completely succeeded in bringing to terms this ferocious and barbarous government. On the 25th August, this armament appeared off Algiers, and on the 28th the British admiral dispatched his official account of the termination and destruction of the insufferable and horrid system of Christian slavery. On the arrival of the British fleet, Lord Exmouth dispatched a letter to the Dey; demanding the surrender of the fleet, the dismantling of the place, and other concessions. The Dey prepared for defence and returned the letter unopened. The British admiral was prepared for any consequence; and a furious attack of shot and shells immediately commenced. The Algerines defended themselves bravely, and the contest was sanguinary and destructive. The English fleet directed its fire principally against the Algerine squadron with most dreadful effect; and at length set one of their frigates on fire, which communicating to the others which lay close aside of it, soon set the whole fleet in flames; every effort of the enemy to stay the process of the dreadful element was unavailing, and the whole of them, consisting of five frigates, four corvettes, and thirty gun-boats were totally destroyed. This event brought the Dey to reason, and he immediately sent out the Swedish consul with a *carte blanche*, and the latter signed an armistice with his lordship, submitting to whatever terms the conqueror should impose. The loss of the British was very severe, being estimated at nearly eight hundred men killed and wounded; that of the enemy is still more appalling, when it is stated, without exaggeration to be four thousand.

The following are the principal conditions agreed to by the Dey:

1. The abolition for ever of Christian slavery.

2. The delivery to the British flag of all slaves in the dominion of the Dey, to whatever nation they may belong, at noon the next day.

3. To deliver also, to the British flag, all money received by

him for the redemption of slaves since the commencement of this year, at noon also the next day.

Having now brought our history to that period when England is at peace with the world, our labour ceases, and we respectfully take our leave of our readers; subscribing, both as a monitor for ourselves, and a beacon to the whole world, the emphatic and prophetic language of our immortal bard, Shakspeare:—

"Come the three corners of the world in arms
"And we shall shock them: nought shall make us rue,
"If England to itself do rest but true."

EARL HOWE.

We would not be thought invidious: our object and desire throughout this work, has been impartiality; we have ever bestowed our meed of praise where we have conceived it due, nor have we been in anywise chary of it: we cannot, however, enter into a detailed memoir of *all* the naval heroes, who have immortalized themselves in the service of their country during the last reign, (*indeed* we can scarcely enumerate the half of them) and we have, *therefore*, from the crowds of nobles, selected those worthies of Britain, DUNCAN, HOWE and NELSON.

EARL HOWE was the second son of Sir Emanuel Scrope, the second Lord-viscount Howe and Maria Sophia Charlotte, eldest daughter of Baron Kilmanseck: he was born about the year 1725; at fourteen years of age he left school, for the profession of which he afterwards became so great an ornament, and his first voyage was in the squadron destined for the South Seas, under Commodore Anson.

In about 1743-4, he was appointed lieutenant of a sloop of war in the West Indies, and it was in this capacity that he first displayed his active and resolute character: An English merchant-ship had been captured, at the Dutch settlement of Eustatia, by a French privateer, under the guns and protection of the governor; Lieutenant Howe, indignant at this insult to his country, requested to be allowed to demand her for her owners; and not meeting with the reply which national faith and justice demanded, he desired leave to go with the boats to cut her out; his captain represented the danger of such an undertaking, but our young hero was not to be dismayed, and he was allowed to make the attempt; and he succeeded in cutting the vessel, and restoring her carefully to her owners. In 1746, he was captain of the Baltimore, in which vessel he was conspicuously active during the seige of Fort William; and it was in this vessel, that during a cruise off the coast of Scotland, in company with another armed ship, he displayed that skill and intrepidity which alone would have rendered his name immortal. On his cruize they fell in with two French frigates, of thirty guns each, carrying troops and ammunition for the pretender. Captain Howe immediately run his ship between them, and close on board one of them, when a sanguinary contest ensued; at length Captain Howe received a wound in the head from a musket-ball, and was carried down apparently lifeless. The anxiety and dismay of the crew was extreme; it was however but of short duration. With medical assistance he revived, and during the painful dressing of his wound, he repeatedly encouraged the ardour of his men; and when the operation was completed, he flew again to his post, where he was received with shouts of joy by the sailors. The action was continued with redoubled spirit, until the enemy sheered off; such was the condition of the Baltimore, however, that she was unable to follow them. For this he was immediately raised by the Admiralty to the rank of Post Captain, and in 1746 he was appointed to the Triton frigate. In 1750, he was appointed to the command of his majesty's ships on the coast of Guinea, and his decision and vigilance on this station was eminently successful.

In 1755 Captain Howe struck the first blow of the war between England and France, in the Dunkirk of sixty guns: he had been dispatched with the admiral's orders, and about noon coming alongside of the sternmost ship of the French, the Alcide, he hailed the captain that he should go under the English admiral's stern; this the French captain refused; Captain Howe then perceiving on the deck of the Alcide, a number of ladies, politely taking off his hat, addressed them in French, desiring them, as they could have no personal interest in the contest, to leave the deck, as he expected immediately to receive orders to commence the action, if Monsieur Hoquart continued his refusal to comply with his request to go under the British admiral's stern. The signal was at length out for Captain Howe to engage, and on his communicating it to M. Hoquart, he with the composure and civility of his nation, replied, "*Commensez sil vous plait!*" to which Captain Howe answered, "*Sil vous plait, Monsieur, de commencer!*" Orders to begin were given by both ships nearly at the same time. After the first broadside the most dreadful groans and screams were heard from the Alcide; every shot of the Dunkirk went through; and in less than half an hour the Frenchman struck, notwithstanding she was superior both in rate, guns and men, to the Dunkirk; when Captain Howe generously exclaimed, "My lads, they have behaved like men, treat them like men!" About this period of his life, he was awakened hastily in the night by the lieutenant of the watch, announcing a disaster most dreadful in its effects, and more terrifying even to the sailor than any with which he has to contend; that the ship was on fire near the gun-room; to which Captain Howe, with that composure and self-possession which stamps the hero, leisurely rising to dress himself, replied, "If that be the case we shall soon know it." The lieutenant retired and flew to the scene of danger, and instantly returning, exclaimed, "You need not be afraid, Sir, the fire is extinguished!" "Afraid! what do you mean by that, Sir? demanded Captain Howe; "I never was afraid in my life;" then, looking full in the face of the officer, he added, "How does a man feel, Sir, when he is afraid? I need not ask how he looks."

In 1758, Captain Howe succeeded on the death of his brother to the title of Lord Howe. In 1763 Lord Howe was appointed to the Board of Admiralty, a station which he held till 1765; when he was made treasurer of the navy. On the 18th October, 1770, his lordship was appointed rear-admiral of the blue, and commander-in-chief in the Mediterranean; in March 1775, he was appointed rear-admiral of the white; in the same year he was returned to parliament for the borough of Dartmouth; and on the close of the year, December the 7th, he was made vice-admiral of the blue.

On the 1st July, 1776, he arrived off Halifax, in the *Eagle* of sixty-four guns, as commander-in-chief of the fleet on the American station; and the uniform success which attended every enterprise in which the navy were concerned, added to his reputation, both as a zealous and skilful commander. In 1782, he was promoted to the rank of admiral of the blue, and on the 20th April, the same month, made a peer of the realm, by the title of Viscount Howe of Langar, in the county of Nottingham. He now took the command of the fleet equipping for the relief of Gibraltar; and such was the success that attended him, that notwithstanding the obstacles he had to subdue, and the superiority of the opposing fleet, he completely fulfilled the grand objects of the expedition; and such was the estimation in which his services, those of the Governor of the place, and the soldiers and sailors employed, were held, that the city of

London in testimony of their respect, ordered an historical picture of the siege and relief of Gibraltar to be executed.

In 1783, he was nominated first lord of the admiralty : on the 24th of September, 1787, he was advanced to be admiral of the white, and on the 19th of August, 1788, he was created an Earl of Great Britain.

On the commencement of war with France, in 1793, he accepted, at the particular request of his sovereign, the command of the western fleet, with very extensive powers. On the 19th of May, 1794, he received information that the enemy's fleet had left Brest; on the the 29th they were discovered, but owing to a thick fog, it was not till the 31st that they could be brought to action, which terminated on that ever-memorable day—"the glorious first of June," when one of the most powerful fleets that France had ever put to sea, was completely defeated, the gallant Howe taking possession of seven of the enemy's ships of the line.

On the arrival of the fleet at Portsmouth, on the 13th of June, such was the anxiety of the people to behold their hero, that the beach and rampart were thronged, and on the landing of the veteran, their gratitude had no bounds,—they rent the air with acclamations of joy one minute, and wept the next from the same excess of feeling; the military band played, "See the conquering hero comes;" the scene must be felt—we will not attempt to describe it.

On the 26th their majesties arrived at Portsmouth to greet the admiral: his Majesty held a naval levee on board the gallant Earl's ship, the Queen Charlotte, on which occasion he presented the hero with a diamond hilted sword, valued at 3000 guineas, and a gold chain and medal. For his services both houses of parliament voted him their thanks, and the city of London presented him with the freedom of the city in a gold box.

In 1797, the exertions of Earl Howe during the mutiny were arduous and unremitting; and he has been described, on this occasion, "As like the guardian genius of his country, between the dead and the living, and staying the plague."

Earl Howe died August the 5th, 1799, in the 73d year of his age; and the parliament voted a national monument to be placed in St. Paul's to the memory of this eminent and meritorious officer, that his name might be handed down to the latest posterity, not only as a mark of the gratitude of his country, but, to use the language of Mr. Dundas, who proposed the motion to the house of commons, "to keep alive the ardent and burning spirit of emulation, to cherish the feelings of those who had fought and bled with this brave man, and to encourage others to persevere, in the hope of having their names transmitted in the same honourable manner to posterity."

LORD VISCOUNT DUNCAN.

The gallant subject of this notice was born in July 1731, and entered into the profession of which he became so great an ornament, in the year 1746, as a midshipman in the Shoreham frigate, Captain Robert Thaldane. In 1755 on the recommendation of Commodore Keppel, with whose intimate friendship our young officer was honoured, he was promoted to the rank of lieutenant. On the 21st of September, 1759, he was raised to the rank of commander; and in 1761 made post captain, and was appointed to the Valiant of 74 guns, in which ship Commodore Keppel, who was appointed to command the naval part of the successful expedition against the French island of Belleisle, hoisted his broad pendant. We next find him, still accompanied by his friend in the same ship, who was appointed to command a division of the fleet in the expedition against the Spanish settlements in the West Indies, the Havannah; and, as the post of honour on these occasions belongs to the Captain of the admiral, or commodore, Captain Duncan was accordingly invested with the command of the boats, and highly distinguished himself during the siege, and when the town surrendered, he was despatched with a proper force to take possession of the Spanish ships which had fallen into the hands of the victors. Much hesitation arose on the part of the Spanish commander, as to delivering up the ships, and with respect to the capitulation took place, and it was confidently related that the adjustment of this difference was brought about by the destruction of the chief cause of contention, which was accomplished by Captain Duncan and a few chosen and tried friends, setting fire to them; an act which was approved of by the commanders of both departments of the besieging force, as being the most expeditious mode of settling a troublesome dispute; it was however kept a secret for obvious reasons. After the surrender of Havannah he accompanied Mr. Keppel on the Jamaica station, where he remained till the conclusion of the war.

From this period till the year 1778, the recommencement of the war with France, Captain Duncan was unemployed, when he was appointed to the Suffolk of 74 guns: in this ship he had no opportunity of distinguishing himself, and indeed, though he was now actively employed, nothing of importance occurred for the display of the talents of this brave man, till the 16th of January, 1780, when the British fleet, then off Cape St. Vincent, fell in with a Spanish squadron. The English fleet was under the command of Sir J. B. Rodney, and Captain Duncan was in the Monarque, and though she was not sheathed with copper, and was by no means a fast sailer, he had the honour to get into action before any other ship in the fleet; and it is reported that when he was warned by some of the ships which he passed, who were coppered, of the danger he incurred, in dashing so hastily amidst three of the enemy's squadron which were just a-head, he replied, with the utmost coolness, "I wish to be among them!" the strength of the wind and the agitation of the sea, prevented any further conversation, and our brave captain soon found himself alongside of one of the Spanish ships of equal force, but of much larger dimensions than the Monarque, while two others of the like rate and magnitude lay within musket shot to the leeward of him, and shortly had the satisfaction of seeing his opponant strike her colours; but the Monarque had suffered so severely, that Captain Duncan was compelled to resign the taking of the prize to another ship, which now came up with him.

In 1782, he was appointed to the Blenheim of 90 guns, in which he distinguished himself in the engagement with the combined fleets of France and Spain, off the Straits of Gibraltar.

In 1789 Capt. Duncan was promoted to be rear-admiral of the blue, and on the 22d of September, 1790, he was appointed to the same rank in the white; in 1793 he was raised to be vice-admiral of the blue, and of the white the following year; and during all this time, from what cause we will not presume to say, but certainly not from want of inclination on his part, as he had frequently solicited a command, Admiral Duncan remained unemployed. In February, 1795, however, he was appointed commander-in-chief in the North Seas, and he accordingly hoisted his flag on board the Venerable of 74 guns, and proceeded to carry into execution the important trust confided in him; and during the whole period he held this very important trust, nearly five years, he, though surrounded on every side by the most alarming perils, never shrunk from his post; nor was there a single month in which he did not shew himself off the enemy's coast. In 1796, a formidable Russian fleet arrived in the Downs, with instructions that its admiral should put himself under the command of the Birtish commandant on that station: and such was the conduct of Admiral Duncan under this arduous addition to his duties, and so completely did he acquire the love and respect of his foreign associates, notwithstanding the dissimilarity of their manners and customs, that in consequence of the representation of the Russian admiral to the Empress Catherine, she, unsolicited, conferred upon him the imperial order of knighthood of St. Alexander Newski.

In 1797, during the time of the mutiny, the dreadful contagion of which had spread through the ships under the command of Admiral Duncan; and on this occasion, the conduct of this brave man towards the infatuated and misguided mutineers was such as to entitle him to the everlasting gratitude and respect of his profession in particular, and his country generally. On the instant he visited every ship in the fleet, his appearance for a time stayed the ravages of the dreadful distemper, and the men returned to their duty; it again, however, reared its hideous head, and every ship in the fleet, the Venerable and Adament excepted, was tainted with the infection; and in May, when he received orders from the admiralty, to quit Yarmouth roads and cruize at the back of those sands which at some distance environ that anchorage, until he should be reinforced, he was compelled to proceed with the two ships above stated only, off the Texel, where by stratagem he supplied the place of numbers, and by making a variety of signals, as if to ships in the offing, succeeded in deceiving the Dutch admiral into a belief that the Helder was blocked up by force superior to the one he commanded; and at this critical period the only symptom of mutiny that had ever been observed on board the Venerable made its appearance: it was discovered to the admiral by some valuable men belonging to the gunner's crew; and all hands were immediately ordered to be turned on deck, and the admiral addressed them in the coolest, and at the same time in the firmest manner; in a few minutes six men charged with being the ring-leaders of the discontents, were brought before him:

"My lads," said the admiral, "I am not in the smallest degree apprehensive of any violent measure you may have in contemplation; and though I assure you I would much rather acquire your love than incur your fear, I will, with my own hand, put to death, the first man who shall presume to display the slightest symptom of rebellious conduct." And then turning to one of the six, he continued, "do you, sir, want to take the command of this ship out of my hands!" The fellow replied, "Yes, Sir!" When the admiral raised his sword to put his threat in execution, but was prevented by his chaplain and secretary. And he then, with some agitation called to the crew, "Let those who will stand by me and my officers pass over immediately to the starboard side of the ship, that we may see who are our friends, and who are our opponents!" when the whole company, the before-mentioned six only excepted, ran over, with one accord. The culprits were immediately siezed, and put in irons, and committed to the gun-room, from whence they were afterwards liberated one by one; and thus by well-timed acts of lenity, he still further endeared himself to his faithful crew.

On the 11th of October this year, 1797, the glorious affair off Camperdown took place, of which we have given a full detail in our history, and for which he was raised to the rank of a baron, and viscount of Great Britain, by the titles of Baron Camperdown, and Viscount Duncan. The Venerable, the admiral's ship, was so much damaged owing to the number of shot she had received in her hull, that it was with difficulty she could be got into port, and his lordship shifted his flag into the Kent, and returned, as soon as his fleet had received the necessary repairs, again to his station; and by his continued vigilance, almost annihilated the Dutch trade. In 1801 he retired from active service; and on the 4th of August, 1804, in the 73rd year of his age, the gallant and honoured veteran departed this life, "with the dignity of a hero; and the resignation of a christian."

LORD NELSON.

Horatio Nelson, fourth son of Edmund Nelson, rector of Burnham Thorpe, was born the 29th of September, 1758, and entered into the service of his country when only 12 years of age, as a midshipman on board the Raisonable of 64 guns, commanded by his maternal uncle Captain Maurice Suckling. In 1777 he received his commission as second lieutenant of the Lowestoffe.

In the year 1778, on the arrival of Sir Peter Parker in Jamaica, Lieut. Nelson was appointed third of the Bristol, in which ship he concluded his services in this rank. On the 8th of December, the same year, he was appointed on the same station to the command of the Badger brig, in which he was ordered to protect the Mosquito shore, and the bay of Honduras, from the depredations of the American privateers; and conducted himself so completely to the satisfaction of the settlers, as to call forth from them an unanimous vote of thanks. On the 11th of June in the succeeding year he was appointed to post rank; and in 1710, he commanded the naval part of the expedition against Fort Juan, on the river St. John in the Gulf of Mexico, the reduction of which was principally ascribed to the gallantry and unparalleled exertions of Captain Nelson. In 1780 he was appointed to the command of the Albemarle, in which he was kept in the North Seas, during the whole of the following winter, and from this, his constitution, already very delicate, underwent a most severe trial.

In the year 1781, he became acquainted with the present Duke of Clarence, then Prince William Henry, a midshipman in the Barfluer, under Lord Hood. Of the introduction, however, we cannot do better than quote the Prince's account, who says,—"I had the watch on deck when Captain Nelson came in his barge alongside; who appeared to be the merest boy of a captain I ever beheld; *and his* dress was worthy of attention: he had on a full *laced uniform*; *his* lank unpowdered hair was hid in a stiff Hessian tail of an extraordinary length, the old fashioned flaps of his waistcoat added to the general quaintness of his figure, and produced an appearance which particularly attracted my notice; for I had never seen any thing like it before, nor could I imagine who he was, or what he came about. There was something irresistibly pleasing in his address and conversation, and an enthusiasm, when speaking on professional subjects, which shewed he was no common being." And such was the estimation of the talents of our hero, even at this early period, that Lord Hood recommended the prince, "that if he wished to ask questions relative to naval practice, Captain Nelson could give him as much information as any man in the fleet."

In 1787 Nelson returned to England, and from some prejudice created against this noble of his country at the board of admiralty, the Boreas was kept full five months at the Nore, as a slop and receiving ship, to the great mortification and chagrin of our captain, who, when at last the Boreas, was ordered to be paid off, thus expressed how indignantly he felt at such treatment: "It will release me for ever from an ungrateful service, as it is my firm and unalterable determination never again to set my foot on board a king's ship. Immediately after my arrival in town, I shall wait on the first lord of the admiralty, and resign my commission." But the interference and explanation of Lord Hood prevented, fortunately for his country, the fulfilment of this determination; and his presentation to his majesty, by whom he was most graciously received, effectually removed his resentment; and in January 1793, he again came forward, being appointed to the Agamemnon of 64 guns, and placed under the orders of Lord Hood in the Mediterranean; where by his unremitting assiduity, his intrepidity, and gallantry, he won,

"Golden opinions from all sorts of people."

To enumerate all the exploits of the hero would fill a volume; to show the feeling with which he was engaged in this war, however, the instructions which he gave to one of his midshipmen, are fully conclusive: "Here are three things, young gentleman, which you are constantly to bear in mind, first, you must always implicitly obey orders, without attempting to form any opinion of your own respecting their propriety: secondly, you must consider every man as your enemy who speaks ill of your king; and thirdly, you must hate a Frenchman as you do the devil." After the siege of Bastia, Captain Nelson, on which occasion he had received the title of brigadier, himself seems to have been amazed at the prowess of the little band of which he may with truth be said to have been the active spirit; for he says:—"I am all astonishment when I reflect on what we have achieved; one thousand regulars, one thousand five hundred national guards, and a large body of Corsican troops laying down their arms to one thousand soldiers and marines, and two hundred seamen. I always was of opinion, have ever acted up to it, and never have had any reason to repent it, that one Englishman was equal to three Frenchmen. Had this been an English town, I am sure it would not have been taken!" Many of the officers on this occasion who had even urged the raising of the siege, were rewarded, whilst Nelson to whose perseverance the success of the enterprise must alone be attributed, received no reward.

At the siege of Calvi, Captain Nelson, though he had less of responsibility, was equally meritorious and unremitting in his exertions; and he thus writes to Lord Hood,—"We will fag ourselves to death before any blame shall be laid at our doors. I trust it will not be forgotten, that twenty-five pieces of heavy ordnance have been dragged to the different batteries and mounted, and all but three fought by seamen." His services, however, were again overlooked and his name, although he had lost an eye in the service, was, we will not say from what cause, but so it was, most unpardonably omitted in the list of wounded. This the hero could not brook with patience, and he thus energetically expresses himself on the occasion:—"One hundred and ten days I have been actually engaged at sea; three actions against ships, two against the Bastia in my own ship, four boat actions, two villages taken, and twelve sail of the line burnt. I do not know that any one has done more. I have the comfort to be always applauded by my commanders-in-chief, but never to be rewarded; and what is more mortifying, for a service in which I have been wounded, others have been praised, who at the time were actually in bed, far from the scene of action. They have not done me justice, but never mind: I'll have a gazette of my own." In April 1796, Nelson was removed from the Agamemnon to the Captain of seventy-four guns, with the title of Commodore, and on the 14th of February 1797, he fell in with the Spanish fleet, and defeated them in the mouth of the Straits, for which gallant service he received from his sovereign the insignia of the Bath, and from the city of London its freedom in a gold box. In the month of July 1797, Sir Horatio Nelson lost his right arm by a cannon shot, while leading on the attack on Santa Cruz in the island of Tneriffe, and narrowly escaped with his life by the intrepidity of his son-in-law, Lieutenant Nisbet. The subsequent actions of our hero's glorious life, have been too fully detailed in the previous part of this work, to require to be repeated, we shall therefore conclude by observing that his death was felt in England, as an irremediable calamity, and the important advantages of the glorious battle of Trafalgar, were almost overlooked in the general mourning for the brighest star that ever shone in the galaxy of England's Naval Heroes.

THE END.

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